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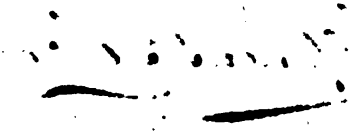

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THE

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WESTERN ADDRESS DIRECTORY:

CONTAINING

THE CARDS OF MERCHANTS, MANUFACTURERS,

AND OTHER BUSINESS MEN, IN

PITTSBURGH, (Pa.)	DAYTON, (O.)
WHEELING, (Va.)	CINCINNATI, (O.)
ZANESVILLE, (O.)	MADISON, (Ind.)
PORTSMOUTH, (O.)	LOUISVILLE, (K.)

ST. LOUIS, (Mo.)

TOGETHER WITH

HISTORICAL, TOPOGRAPHICAL & STATISTICAL SKETCHES,

(For the Year 1837,)

OF THOSE CITIES, AND TOWNS IN THE

MISSISSIPPI VALLEY.

INTENDED AS A GUIDE TO TRAVELLERS.

TO WHICH IS ADDED, ALPHABETICALLY ARRANGED, A LIST OF THE STEAM-BOATS ON THE WESTERN WATERS.

BY W. G. LYFORD.

BALTIMORE:
PRINTED BY JOS. ROBINSON.

1837.

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INTRODUCTORY REMARKS AND ACKNOWLEDGMENT.

THE compiler of the following pages, acknowledges, with feelings of deep sensibility, the favors he has received from Merchants, Manufacturers, and other Business-men, in the cities and many towns, in the valley of the Mississippi. He went amongst them a *stranger*, and left them, with an attachment of feeling, as if the ligaments, by which he had been bound, were of years' formation, rather than the gossimer fibres of a night. This result was beyond his calculation—indeed the idea never occurred—for his object was to visit the west at *that season*, because it was at the close of one, and the beginning of another, year—THE WINTER—a season when those, with whom his business was to concentrate, would have more leisure to converse, and to impart information : *he was choice in his company*, as the CARDS OF ADDRESS, which follow, to those acquainted with the names, will shew :—and he was equally circumspect in receiving information of a historical or statistical feature—his authorities, therefore, in the general, he designs to give, before he closes these brief remarks.

In the progress of collecting materials of the character hereto attached—subject to the caprices of one, and the incivilities of another—for *occasionally*, though very seldom, he met with one of the latter—the enterprize oftener than once came near being defeated : but the *reflection*, that some of the *best men* in the west had already lent it their sanction ; had admonished the compiler of *such an opposition*, and cautioned him not to faulter, but permit it to serve as an incentive to renewed action ! the recurrence of the friendly advice was seasonable; and

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accordingly, instead of yielding, or settling down under the pressure, he "buckled on his armor anew," and stood forward, with a determination to accomplish his object: He has accomplished it. He visited most of the places originally contemplated: he satisfied himself, that there were greater facilities for the enjoyment of life in the west than in the east, presuming the physical exertion to be the same: that the markets were as near and as certain, for agricultural products, to the western as the eastern merchant: that at Cincinnati, Louisville and St. Louis, *silver* money was below the value of American gold, and the notes of the Baltimore, Philadelphia and New York city banks, by two per cent, and the notes of Wheeling and Pittsburgh, by one per cent.; and that southern bank notes were 5 to 6 per cent. discount:—he collected and now presents the *Cards* of business men, and such historical, topographical and statistical sketches, as his time and circumstances would permit; with the distances, whether by stage or steam boat, and expense of travelling, from one place to another; and such other information as he deemed useful to strangers—being governed throughout with a strict regard to the principles of *verity;* and in that humble garb, he permits this little volume to be ushered into the world, as better adapted to his object, than if clad in theatrical or holiday drapery, even were his abilities adequate to prepare such a light material for it.

This work comes before its patrons, however, at a later season than was expected; but the cause could not be obviated. It was thought in the incipient stage of canvassing for it, that it would be distributed in the cities and towns where it would owe paternity, during the spring-season of business; but the compiler was not then

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aware of the dimensions of western cities; he could not have been induced to believe, until "time and circumstance" proved the fact, that within so short a period, since those cities sprung into existence, he should have met with a people, of manners and habits, so interwoven and attractive, *and so much to his liking*, as to really have given him pain at parting with them. This is no flattery: he spurns such venality from his soul; but it is a tribute he owes to those of whom he speaks—they it were who approved and patronised his enterprise; who aided him with their counsels; and contributed, by collecting and furnishing the materials which he now returns to them, in this book form—with thanks.

These causes, with another—that the printer must dispose of previously-engaged jobs before a new one could be taken in hand—protracted the time beyond the period contemplated for the issuing of the work from the press; and with an enlightened people, the compiler hopes and trusts they are sufficient. While he asks for their indulgence in the above instance, he will at the same time ask them to pardon him for any errors which they may find in the following pages: that they will find *some*, may be expected—for, with such various matter, notwithstanding the caution and care which its patrons know was observed to guard against the misfortune, *errors may have got in*. But with reference to other matters—there may be some instances in which individuals may think the compiler of this work has not been sufficiently reserved; —perhaps he has not—it is difficult to admonish even with a friendly motive, without incurring censure—but he started upon the principle of "calling things by their right names," and in no instance has he otherwise written, he firmly believes: those who may complain of him were

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probably the tempters; for many men in business really *think* they are acting correctly, because they are never informed otherwise. It is only necessary, in all their transactions, to apply to themselves the good old biblical maxim, "Do unto others as ye would that they should do unto you." In whatever the compiler of this little volume has written, he has been governed by a motive to do a general good—and

"Nothing extenuate,
"Or set down aught in malice."

To those gentlemen, whose CARDS are evidences of their liberal contributions towards the support of the "Western Address Directory," and for the statistics and other matter presented, the compiler returns his warmest thanks: for the friendly notices of the enterprise, published at the time, he makes his acknowledgments to the editors of the Gazette and Advertiser, of Pittsburgh; to the editors of the Times and Gazette, of Wheeling; to Adam Peters, of the Ohio Republican, of Zanesville; to Colonel James B. Gardiner* and Judge Bailhache, (the latter now editor of the Alton Telegraph, Illinois,) of Columbus, (Ohio;) to Edward Hamilton, Esqr. editor of the Tribune, of Portsmouth; to R. N. & W. F. Comly, editors of the Dayton Journal; to E. D. Mansfield, Esq.; to Charles Hammond, Esq. of the Gazette, and Messrs. Looker & Ramsay, of the Republican, Cincinnati; to W. H. Webb, Esq. of the Republican Banner, and Messrs. W. King & W. Benson, of Madison, (Ind.;) to the editors of the Journal and Advertiser, Louisville, (Ken.;) and to the editors of the Missouri Republican and Commercial Bulletin, St. Louis.

*Since deceased.

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Route from Baltimore to Pittsburgh—*that* part from Chambersburgh in an *extra* coach, or stage.

I left Baltimore for Pittsburgh, on the morning of the 16th Nov. 1836, having paid $5, the fare to Chambersburg, in Pennsylvania. The morning was cool and sky overcast, but the coach was comfortable, and in every respect adapted to seasonable travelling. There were nine inside and one out passengers.

We passed Pikesville, the handsome location of the U. S. Arsenal, at 8 miles distance, and 9 farther the dilapidated village of Reisterstown. At 2 o'clock reached Westminster, a distance of 28 miles from Baltimore, and all (10) of us dined at Hunt's tavern, paying 50 cents each for our dinner. This was a money-making landlord; as what had probably been intended for four, *fed ten!* It was a single chine of beef, baked, and a boiled fowl. The dessert was a non-descript dish, and *tasted* by only one man, whose opinion all of us confided in. [I wish here to remark, that a small portion, and from one dish only, serves me at table. It may not be the case with every person; at all events, I think a *landlord* should make it his study, as it is his duty, when administering to the appetites of his guests, to give value for what he receives; and where his guests are numerous, that his dishes should partake of a greater variety, although peradventure some of them may not be touched.]

The northern part of Baltimore county presents truly a specimen of poverty—the land is steril, and therefore not worth enclosing; and every object which attracts at-

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tention, is in keeping with the land. The country about Pipe creek, in Frederick county, presents a great contrast with that just left—and the Pennsylvania farms are known as soon as we come upon them—they look well.

We arrived at Gettysburg, the seat of justice of Adams county, at 6 o'clock, P. M., and stopped at M'Clelland's—distant from Westminster, 25, and from Baltimore, 53 miles. The atmosphere was cold, and some particles of snow had fallen; but in a comfortable room, at a supper table as well set as I ever saw, abounding with those *necessaries*, (not luxuries,) for which I had before heard it proverbial, we felt rather a reluctance to leave at that hour, and travel 24 miles farther to find a dormitory. We paid our 50 cents, however, and at 7 were rolling again out of this pretty town, as I have been informed it is, but which I had not the pleasure of seeing. We passed two or three villages, and at 11½ o'clock, arrived at Chambersburg, seat of justice of Franklin county, 77 miles from Baltimore, and were driven to the hotel, to which is attached a stage office, kept, as I afterwards found, by one Matthew Simpson.—The following incident, of stage scene and trick, ought to be known; for although *personal* as to myself, it is *general* in character—and stage-travellers ought to be put on their guard.

Four of our passengers, "higher learnt" in stage tactics, as I afterwards discovered, than some others of us, immediately withdrew, after getting their baggage into the house, and were absent half an hour. I had applied for a seat in a coach to Pittsburgh, soon after entering the house, and was informed, that if the stage, which was to arrive at 8 in the morning, was not full, a seat would be for me; but as the line by which I had come,

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terminated here, *through* passengers, from Philadelphia, in *that* line, would have a preference. This was a custom, I knew, every where established, and a very proper one—and I slept well upon it on a good bed, and after getting as good a breakfast, and paying 75 cents for all expences, the coach drove up. The way-bill was examined, and there were three unoccupied seats. Our four passengers had secured seats in another line, the night previous, knowing, as they stated afterwards, that "tricks" were sometimes practised to delay passengers, and their business, which was in Tennessee, would not admit of their incurring a risque, by waiting till morning, if they could do better at an earlier hour.

The landlord, on perceiving there were vacant seats, handed me the way-bill to enter my name, which I did accordingly, and returned it, at the same time handing him $8, the fare demanded, for Pittsburgh. I did not look after the other passengers, with whom I was to travel, as I presumed they would be in time, and it was probably fifteen minutes before I found them, and then, around the corner of a house or stable, at another coach which was nearly ready, with "Pilot line" in shining letters over the door. On enquiry, I was informed *that* was the vehicle which was to convey them, *towards* Pittsburgh at least, and was just ready to start. I informed them of the arrangement I had made, and *they* had been told the other coach was full, and that *we* were to journey in this. I had some little misgivings, and enquired of a man who appeared to have *authority*, what were the circumstances, and his reply was in accordance with the passengers. I told *them* I had taken a seat in the other vehicle: *he* replied, *yes, but it had been chang-*

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ed. I instantly stepped around the corner to the other coach, and desired the driver, whom I saw have a paper, a sight of the way-bill, and found that my name had been erased, and another's substituted in its place. "I felt a little rily," as Maj. Jack Downing would say, until I was assured by the landlord, who was approaching, that the mere change of coaches was no change in the line or regulation; that other passengers had unexpectedly come who wished to be together; and that the "two stages would run together, and both arrive at Pittsburgh, the next evening, together—that although "Pilot Line" was marked on the coach, it was an extra*w* of the "People's line," &c. I was overcome by the eloquence of the style, and the serious manner, in which the *gentleman* spoke, and made no farther objection.

The two coaches started within a few minutes of each other, ours leading the way. There were four passengers of us, one of whom was an Englishman, who had two dogs; and they, with an occasional touch upon his sea-faring life in the East Indies, and now and then an anecdote about *poaching*, before he left home, kept his conversational organs all the time in operation, and it therefore befel our lot to listen or be rude. There was a good deal of drollery, particularly in the manifest interchange of sympathy between him and his dogs; which were acting assistant postilions to the driver; but, when after travelling about fifteen miles, he discovered he had left his watch, which "cost him seventy guineas," at the house at which we had stopped, his paroxysm of drollery reached the climax. He at length consoled himself with the reflection, that he would *write* back by the driver, for it to be sent to Bedford, as *his* journey would

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probably end at that place, where he expected to find his "uncle."

There had about an inch of snow fallen the previous night, but the day succeeding was pleasant, after 10 o'clock. At 8 miles from Chambersburg, we passed through the village of St. Thomas—6 miles farther, crossed the west branch of Connococheague, on the west bank of which is Loudon Town, where the waggon and whip-making business is carried on very extensively.—This stream, which is a tributary of the Potomac river, extends northeasterly, interlocking a tributary of the Juniata, for twenty or thirty miles; in some places, near the source of the latter, they are within two or three miles of each other, and yet their courses are diametrically opposite: a spur of the north mountain divides them. Numerous furnaces and forges, so abundant is iron ore, are situated on the various streams which water this part of Pennsylvania. The appearances of the villages along the road, are unfavorable indices, according to my opinion, of a fertile soil; and the sparse farming population, farm houses and barns, in the distance, strengthens that opinion.

We crossed what is termed Cove, a spur of the Tuscarora mountain, by getting out of our coaches and walking to its summit, which is four miles from its base, or Loudon Town. The snow was three inches deep—several waggons of German emigrants were ascending at the time. Here we overtook the stage which contained our four seceding passengers—"Good Intent Line," was marked on the door of the vehicle. The view from this summit, as it is *sharp* or *pointed*, was beautiful. To the west bounded by Scrubby Ridge, was a richly settled

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valley, destitute of snow and vapor, extending far to the north and south; in the centre, and through which, we were to pass, was M'Connelsburg. To the east, was seemingly an unbroken level, occasioned by an exhalation, probably, or smoke, which pervaded the whole surface of the earth as far as bounded by the horizon; it then extended southerly, and embraced the valley, until intercepted by more elevated lands, above a spur of the Blue ridge of Virginia. This eastern view, taken as a whole, appeared like "*old ocean;*" the spur of the Blue ridge, "*a cape,*" and the valley, "*a bay,*" or estuary. The time was noon; and for *such a scene,* there could not have been a more favorable day. Our descent down the mountain was with more haste than we ascended, and I thought with more danger. The declivity is precipitous, and when a vehicle once gets head-way on it, especially in winter, when "the road is all of a glare of ice," "look out for breakers." We had not such apprehension, but where shewn by one of our gentlemen, where a waggon under such circumstances, had been precipitated from the road over the bank, breaking waggon, boxes and crates to pieces; in fact there was a "general capsize," and strange to say, neither the driver or a horse killed.

McConnelsburg, which is in Bedford county, lies about two miles from the western base of the Tuscarora mountain, the summit of which divides it from Franklin. It is 22 miles from Chambersburg, and 99 from Baltimore—contains about 40 or 50 families, and 3 or 4 retailing stores. It derives considerable advantage, however, besides what is conferred by the immediate vicinity, from manufacturing establishments at a more remote distance—for, down the valley, from 7 to 12 miles, are ex-

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tensive tanneries, iron works, &c.; and frequently it becomes a depot for butter, pork, lard, and other productions of the western counties, until the proper season for sending them to market, or a sale is effected on the spot.

After crossing the valley, we struck the base of Scrubby-ridge, and in ascending, saw a man cutting a log with a *double-bitted axe*—the term implies, that where in general the *poll* is, there is a second *bit*. To me, the *sight* was novel; and I could not well perceive the economy, unless his log had been placed *under a tree*, that, with the descending blow, he could *cut* it, while, with the ascending one, he *might manage to prune the tree*. The passage over this ridge was long and tedious; and over Sidling-hill, more precipitous and dangerous: but, by dusk, we reached Sprout's tavern, 35 mile from Chambersburg.

Our coaches had run together, and ahead of the Good Intent, until we arrived at this place; and here we were to *dine*, and change teams; for these coaches are permitted to stop only at certain houses. As we were on the eve of starting, a gentleman, (who had come into our coach at McConnelsburg,) after a long conversation with the landlord, which was noticed by some of us at the time, took his saddlebags from our "extraw," and went into the "regular built Peoples' line"—at the same time one of our passengers called to the driver, whose name I afterwards found was James Strong, to "hurry"—meaning, before the Good Intent, which we heard coming, overtook us. The driver replied, in a very impertinent manner, "you will be in a greater hurry than this before you leave Bloody Run." We thought nothing about its having reference to any matter in particular at

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the time, as we had found that the drivers, in general, through the day, with only one exception, were rude and ignorant. At the distance of 5 miles we crossed the Juniata river, on a covered bridge, and kept along its banks for several miles, passing one or two iron works, and other establishments—7 miles farther, we reached Bloody Run, where there is not only a considerable of a *run*, with a good stone bridge over it, but a village, also, of the same name. We stopt before the door of James Jordan's tavern, and our fellow coach was alongside in a minute, and anon the Good Intent: here, the latter, which carried the mail, stopped a few minutes, as there is a post office, to have it changed—and here our driver jumped off his box, and observed, in rather an inaudible voice, that he "should drive us no farther," and began to unharness his horses. I did not understand him, until some one asked the question, what he said? He repeated the remark. I enquired, "can you not drive us to Bedford?"—the distance was 10 miles—"I could if I would," was the gross reply, continuing to unharness his horses, which he soon accomplished—led them to the stable, and then returned, and took a seat in the tavern, alongside the stove; leaving our baggage on the stage, and the way-bill in the box on which he had sat, any of them subject to be removed by whosoever might feel disposed to do it, whether lawfully or otherwise. I took off my trunk, and carried it to the house; and another passenger took charge of the way-bill, as it was the only document we could produce as proof that we had paid our passage to Pittsburgh.—[As passengers do not know into whose hands they, or the way-bill, may fall, while travelling, "it will do no harm" if they take a receipt

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when they pay their fare, expressing on its face *the payment of the money and for what distance*—and if it is any other than the proprietors of the line to whom the money is paid, see that the receipt be worded "for the proprietors of the ——— line," *naming* it in the blank.]

Our landlord expressed himself freely in the presence of the driver, and stated that "the coach belonged to a half line," and not to the regular line, and that "the same Simpson had done such tricks before—that he would take the passengers' money, start them off in an extra*w*, making similar promises as had been made to us, and the no less disingenuous Sprout would confirm the deception, as he had done in the present instance." The driver (Jim Strong) heard him out, and replied, that "Sprout had told him to drive no farther than Bloody Run, that that was two miles beyond his part of the line to Bedford, and the other owners might take the passengers on from there—and he was resolved to do as Jimmy Sprout had told him—Jimmy Sprout (he said) had as much money as any other man, and he was not going to lose a winter's work by disobeying his orders, which he expected he should, if he had driven the passengers to Bedford." Mr. Jordan informed us, that "two other proprietors, named Barclay and Vondersmith, lived in Bedford, which was the nearest agency the concern had; and that their coach might be down in the course of the night, as had been the case in these emergencies before—that the team might then take this coach on to Bedford, and Jimmy Strong take the one he brought here, back."

About midnight the Bedford coach arrived, and with much difficulty we effected an arrangement, as the driver

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had no authority, he said, to do so; and although the other stage, which had been our companion, arrived before he started, no communication was made that it left passengers at Bloody Run in waiting—that one or both of the owners were present when he left, and he thinks had they been informed, they would probably have given him some instructions. This man expressed a good deal of indignation, when he heard of what had transpired with reference to the conduct of the other owners.

Between one and two o'clock, after crossing the Juniata again, we reached Bedford, 134 miles from Baltimore. All was as quiet as death. Our establishment was not expected: no owners, drivers, or any person could be found, awake—we were at Reynold's tavern, too. In about an hour, however, another team of horses was brought forward, which was "the one last in from the east," and therefore the same which had left us at Bloody run; but no owner presented himself to afford us any satisfaction, with reference to matters either retrospective or prospective, and as soon as possible we were on the road again.

We again crossed the Juniata, and before day, 9 miles from Bedford, passed through Shellsburg. At the relay, in the vicinity of this place, no driver could be found; at length the one already in charge, obligingly continued on with us, with the same team.

About an hour before day, we commenced ascending the Allegheny mountain. The weather was fair and cold. I occupied one end of the middle seat of the coach, as *that* very seldom has to be surrendered to those whom politeness has designated as entitled to our special regards; and besides, something can generally be observed even through the little pane, if the weather is such as to

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require the window to be kept closed. The window was down at the time to which I have referred, and my head was reclining upon the lower edge of the frame. We had nearly reached the summit, and sweeping round a cove, or gorge, which projected into the body of the mountain, it brought the cove to the South-East of us. My mind was occupied with the subject before me, for I was viewing, without moving my head, the awful abyss below. Imperceptibly the tops of the trees became mingled, as it were, with the clouds in the distance, (for it was not sufficiently light to discriminate between real and imaginary objects)—but as we proceeded on our ascent, and the day beginning to exhibit a faint outline of its approach, the clouds gradually receding, withdrew their apparent connexion with the mountain scenery, and left *a streak of sky*, stretching along the whole horison, which put on the precise appearance of a lake studded with islands, of various forms and sizes—now and then a promontory jutting into the illimitable expanse below, while above were bays, estuaries, coves, &c. as defined on our most circumstantial charts. The scenery of this imaginary lake, so illusive was the perspective, was exactly in keeping with the trees near me, and so unmoved was its surface, that not even one of the softest airs of zephyr appeared to breathe over it. Its first color was that of straw; but as we continued to ascend, and the dawn to advance, the straw was changed to burnished gold, gilding every object around it, but all still keeping up their comparative distances—and it was not till I moved, to procure a more advantageous and distinct view of the truly sublime spectacle—for my mind had become lost in reverie—that I was placed in a more sensible position, when lo!—the

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golden lake, and all the rich islands which it encompassed, and the trees, and the shrubs on the shore, vanished, and left the view of a most extensive valley or interval of country, partly forest and partly cultivated, but of immense distance, below the position we occupied. The day, (18th Nov.) was fair, but cold—intolerably so, on the summit of the Allegheny mountain. We proceeded about two miles, when we reached some improvements; and the rocky fields, with water gushing out at various pores and crossing the road—the hemlock, beech, birch, some chesnut, and those particular trees found generally on *low* grounds, astonished us to meet with them on the "mountain top." The marks of a most devastating snow were perceptible all the morning, which fell on the 5th Oct. previous, with such violence for 16 hours, that for some time after it abated, it measured two feet on a level. The trees were despoiled of their foliage, limbs broken off with the weight, as well apple trees below, as the forest trees above.

We breakfasted about 9 o'clock, but could get no fresh team; and, after remaining an hour or two for our horses to refresh themselves, moved downward towards the western base of the mountain. We passed through Stoystown, a small village, 19 miles from Shellsburg, on the acclivity of Laurel mountain, in Somerset county, and 9 miles farther reached Jenner's cross roads, another stage house and relay.

It was our misfortune to meet with a repetition of the indifference and insolence here, that we experienced at Bloody Run; but the owners of the extraw came in for a portion of the abuse at this time, which tended in some measure to mitigate our unpleasant situation, inasmuch as we expected greater facilities in getting forward. We

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were disappointed, however, and at one time expected that our *line* was here to terminate, until another, the "Good Intent," should overtake us, which we knew would be our only and ultimate dependence: but about 8 o'clock, our growling, impertinent, swearing driver, who was to be, (for the one who left us here was quite civil, and very obliging,) concluded to proceed with us to Laughlin Town, at the western foot of the Laurel mountain. Having dined, we moved on quite comfortably, and got over the mountain a short time before sundown. The distance was 7 miles.

The view from the apex of the Laurel mountain, westwardly, was very interesting—various and delightful. The declining sun, for the atmosphere was clear, added much, perhaps, to the novelty and beauty of the new formations which now presented themselves.

On the eastern side of the Allegheny, the natural appearance of every thing was objectionable; because, probably, not as I expected to have seen them, from the unpleasant vehicle in which I travelled: the lands, I have already stated, were steril; the farm houses and those of the villages bore not the evidences of thrift; the roofs of the barns were thatched—and the cold weather had stript the trees of their foliage, and the snow had fallen, and in many places was lying, thus early concealing all objects of a vegetable character, from view. The country to the west of the Laurel mountain assumed quite another appearance—on its face, the innumerable hillocks, as they appeared, with now and then a hill, with its head towering above the other members of the family, formed quite a contrast with the objects, yet remaining impressed on my mind, to the eastward of the Allegheny mountain, and I must confess gave me a much

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better opinion of the country, which I now saw, than of that which I had left. The marks of winter were yet scarcely perceptible—there certainly must have been two or three weeks of frosty weather sooner on the eastern than on the western side of the mountains—but we were getting down the mountain, and I had not much time for farther observation until we arrived at Laughlin Town, a village of tolerable handsome appearance, in Westmoreland county, on the head waters of the Loyalhanna river; and in consequence of a freak of our driver, after watering his team, he mounted his box, and observed, that as the stables had been changed to Ligonier, about three miles father on, he would drive us there. He did so in short order—for the road lay along the river and was in good condition for travelling.

When we arrived at Ligonier, the horses were immediately unharnessed and put into the stable; and after waiting half an hour, and seeing no appearance of others to succeed them, we were informed, on enquiry, that we could not be conveyed any farther: that the owners of teams hence to Pittsburgh were in no way connected with the *line* which had brought us thus far; and besides, a disposition was about to be made of the horses by putting them into a new line. It at first appeared as if no argument could be advanced to urge these people, (for there were three or four of them,) to the performance of what we considered their duty: and one of them at length observed, that as there was no way-bill, they were not obliged to proceed "any how," and he would "be d—d if he would go." This threat soon produced the way-bill from one of our passengers, with a *threat* fully as argumentative, that "if we were not conveyed as stipu-

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lated by the way-bill, that a prosecution would be instituted, and all the facts appertaining to the case, published, as had been stated to those interested at Bloody run, if any interested were in hearing." Whether the *threat* had the desired effect or not, I cannot say; but a team was soon before the coach, and the road to Young's Town was travelled quicker than any ten miles we had passed over since we had been in the *line*—and the driver was careful and civil. We stopped at the Fountain Inn, half a mile west of the village, about 10 o'clock, and in a short time had an excellent supper, and elicited from our obliging landlord, his opinion of the characters of the stage owners into whose hands we had fallen. After supper, we were put into another *coach*, "more comfortable," our landlord observed, than the other, and between 11 and 12 o'clock, reached Greensburg, the seat of justice of Westmoreland co. 10 miles from Young's Town.

On our arrival at Greensburg, we were informed that we could not proceed farther, until the coach from Pittsburgh, (32 miles distant,) came in, which would be sometime in the night, probably not till near day; and as we were much fatigued, concluded to go to bed, and take a new day for the prosecution of our journey—and we did as we intended.

We started for Pittsburgh about 8 o'clock, but as the coach which our *obliging* landlord had put us into the night before, at the Fountain Inn, was a broken down one, which he was sending to the top of Turtle creek hill to its owner, to get mended, we could not travel fast—however we had more time for observation, and I endeavored to profit by the circumstance.

The *hills* which I had noticed from the top of the Laurel mountain, dotted the whole face of the country.—

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They varied in height from 100 to 200 feet—their surfaces were nearly all arable, although I thought the process of ploughing must be attended with difficulty. The wheat fields looked well, and they were numerous; the grain blades were peering from one to three inches, apparently, above the surface of the earth. The thousands of apple trees were not yet all disencumbered of their fruitful burthens of various hues; and if they were, their branches continued to give umbrage to their prolific productions. The foliage of the forest trees, although in the "sear and yellow leaf," continued to afford a subject to be agitated by the breezes which gently wafted by us; and the sheep, hogs, and poultry were visible at some point, wherever the eye might be directed.

Our road passed along the base of these "thousand hills," which interlocked each other, on the sides of many of which we perceived veins of coal were opened; and we learnt that the article was used, for all purposes of fuel, from the western base of the Laurel mountain to Pittsburgh; the price, delivered at the door, being only 4½ cents a bushel—wood was also abundant, but coal was preferred to it.

Passing through Grapeville, 4 miles from Greensburg; Adamsburg, 2; Jacksonville, 3; Stewartsville, 4; Turtle-creekville, 9, (22 miles,) on the summit of Turtle creek hill we saw, in a western direction, a heavy black cloud of smoke *canopying*, what we were informed, was Pittsburgh—in 9 miles farther, passing through Wilkinsville and East Liberty, we were in the city—and at 5 o'clock, P. M., Nov. 19, no longer depended on an extra. Distance from Chambersburg, 158 miles; from Baltimore, 235.

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WESTERN

ADDRESS DIRECTORY.

PITTSBURGH:

ITS FOUNDATION AND EARLY HISTORY.

LETTER I.

First reconnoisance of the ground on which Pittsburgh now stands, by Gen. Washington—Erection of Fort Du Quesne—Unsuccessful attempts to reduce it—Defeat of Braddock and Grant—Fort evacuated and set on fire by the garrison—Taking possession of, repairing, and changing its name, to Fort Pitt—Foundation of Pittsburgh—Its many local advantages, connected with other places—Onward progress, &c.

PITTSBURGH, Dec. 1st, 1836.

I arrived at this "Birmingham of America" on the evening of the 19th ult. and as newspapers had long since informed me of its fame, as a manufacturing town and city, I felt more than an ordinary degree of anxiety to "see and hear for myself."

The next day was Sunday, all the following week rainy or unsettled weather—in consequence of the muddy

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streets, piles of building materials, and boxes and packages of goods, and the passage of carts and drays in continual succession, I could do little more than look out of the windows, or listen to the conversation of the strangers who were constantly arriving or departing.

Pleasant weather, apparently, at length came—but to one unaccustomed to the soot and smoke with which his senses are continually beset, is very annoying; and this is the objection urged by strangers, I find, to Pittsburgh. A short sojourn amongst, and enlisting in feelings with, the ingenious and industrious population of the place, you soon lose sight of these objectionable features, and are quite apt to form the opinion, that it is only among minerals that gold is to be found, and that it cannot be possessed without soiling of hands—therefore, he whose hands are the most sooty, handles the most money, and it is reasonable to infer is the richer man.

A celebrated writer has said, in his reflections whilst among and observing the ruins of Carthage, "Here once flourished an opulent city, here was the seat of a powerful empire."—The converse in its fullest extent would have been the result of the same philosopher's reflections, I have no doubt, had he taken a station on Boyd's hill, on any day within the last five or six years, having previously informed himself of the increase of our western population, the healthy condition of the inhabitants all over the United States, and the mineral wealth, commercial advantages, and great mechanical industry of the many enterprising citizens of this city! Yes!—Here must be a great and flourishing city: the hills will be reduced and the valleys filled—and where now stand dwellings on Penn, Liberty and some other of the court

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streets, will be stores and warehouses; and Grant's, Boyd's and Quarry hills, will become the only sites for the erection of the domicils of the then people. If no revolution, other than *seasons*, occur in the meantime, it will require but a few years to verify this prediction.

It may be well, while upon the subject of predicting what Pittsburgh will probably be, to state what it was.

It is not eighty-five years since the first white man, as far as history informs, ever trod upon the soil of this place: and who was that white man? If no other data —(I am not superstitious)—were in my possession, to justify me in the prediction favorable to the prosperity of this city, it would be from the circumstance that GEORGE WASHINGTON was the first white man, of whom we have any *positive* record, that ever stood upon the spot where Pittsburgh is now located!

In the early part of Washington's life, as stated by Marshall, say about the year 1751, it was discovered that France was beginning to develop the vast plan of connecting her extensive dominions in America, by uniting Canada with Louisiana. To effect this object, the troops of that nation had taken possession of a tract of country claimed by Virginia, and had commenced a line of posts to be extended from the lakes to the Ohio, for the purpose of facilitating trade with the Indians and thus secure their friendship. It was requisite in the opinion of the Virginia Assembly, that a competent person should penetrate the wilderness to the country in question, and ascertain how far those reports were entitled to credit. The Assembly, at that time, (latter part of the year,) 1753, was in session; and Mr. Washington having reached his majority the preceding February, the mission was

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tendered to him, and accepted. In November he reached Will's creek, "then the extreme frontier settlement of the English, where guides were engaged to conduct him over the Allegheny mountains." On his way, at the mouth of Turtle creek, (on the Monongahela,) he was informed that the French general was dead, and that the army had gone into winter quarters. Turtle creek empties into the Monongahela, a little below the mouth of the Youghiogeny, but the French posts, as we shall soon see, were on the Allegheny, and not nearer the confluence of the Monongahela and Allegheny rivers, than 80 miles, as the roads are now laid out. "Pursuing (says the same biographer) his route, he examined the country through which he passed with a *military eye*, and selected the confluence of the Monongahela and Allegheny rivers, the place where Fort Du Quesne was afterwards erected by the French, as an advantageous position, which it would be advisable to secure and to fortify immediately."

"After employing a few days among the Indians in that neighborhood," (continues our author—that "*military eye*" was as perceptible to an Indian as to a white man)—"and procuring some of their chiefs to accompany him, whose fidelity he took the most judicious means to secure, he ascended the Allegheny river. Passing *one*" (doubtless the *first*) "fort at the mouth of French creek," (where Franklin, the county town of Venango, now is,) "he proceeded up the stream to a second, where he was received by the commanding officer, &c. to whom he delivered the letter of Mr. Dinwiddie, (the Lieutenant Governor of Virginia,) and from whom he received an answer with which he returned to Williamsburg."

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Great exertions were made by Washington to induce the Assembly of Virginia to lose no time in fortifying this point, as it was ascertained, from the reply of the French commandant, that the forces under his command would not be withdrawn from the country.

Accordingly, a regiment of 300 men was raised early the next year, and the command given to a Mr. Fry, Mr. Washington, from his excessive modesty, declining the honor. However, he was subsequently appointed Lieutenant Colonel, and, anxious to be actively engaged, advanced with two companies to the Great Meadows, lying between the Allegheny mountains, and there was informed by some friendly Indians who visited him, that the French were employed in constructing a fortification at the confluence of the Monongahela and Allegheny rivers; which fortifications they completed, and called Fort Du Quesne, in honor of the Marquis, their governor, of Canada. This, probably, would never have been effected, had they not been informed of the attention shewn certain Indians, by the *courier* to their commanding officer, the ground he travelled over, and the glance of his "military eye," two years before. With the foregoing circumstances, as they present themselves, I have no hesitation in believing that Gen. Washington was the first white man that ever reconnoitred the site now occupied by this present city.

This place was held by the French until November, 1758. Had Washington's advice been listened to, however, the enemy might have been dispossessed some years before. But he was a young man; and British officers could not reconcile to their feelings, the idea of crossing the ocean and leaving a country, where battles were

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fought in open fields, *scientifically*, to be dictated to by young men who had scarcely ever seen a column formed or displayed, much less one who could not hold a commission from the executive of a province, unless in subordination to an officer commissioned by the crown.

The expedition under Col. Fry proving unfortunate, another was attempted under Gen. Braddock; and on the 9th July, 1755, a battle was fought on both sides of the Monongahela, about 9 miles above where I write, in which Washington was engaged as a volunteer aid to the General; the battle lasted about three hours; the General, after having three horses shot under him, at length received a mortal wound, and the troops fled, recrossing the river, in great disorder. Gen. Braddock was brought off the field, and soon after expired.—Washington escaped unhurt, notwithwithstanding two horses were killed under him and four balls passed through his coat.

The last expedition was under Gen. Forbes, in 1758, and, had the counsel of Washington been again attended to, might have reflected more generalship upon the commanding officer. But, like his predecessors, he *knew too much*. The troops rendezvoused at Fort Cumberland, and in June were employed in opening a road to Raystown, (in Bedford County, Pennsylvania,) at which Col. Bouquet was stationed. In consequence of the want of harmony in opinion of the best practicable route to Fort Du Quesne, Washington preferring Braddock's old road and Bouquet to opening a new one, much time was lost, and the new route was ultimately determined upon by Gen. Forbes. While Col. Washington was at Raystown, Major Grant, a

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Scotchman, with a select corps of 800 men, (I have read one account, not official, which stated that they were highlanders; and I have read several other accounts, official and unofficial, which were silent as to their national character,) had been previously detached from the advanced post at Loyal Hanna, (in Westmoreland County, Pennsylvania,) to reconnoitre the country about Fort Du Quesne. "In the night he reached a hill near the Fort, and sent forward a party for the purpose of discovery. They burnt a log house, and returned.—Next morning, Major Grant detached Major Lewis of Col. Washington's regiment, with a baggage guard, two miles into his rear; and sent an engineer, with a covering party, within full view of the Fort, to take a plan of the works. In the meantime he ordered the *reveillee* to be beaten in different places. An action soon commenced, on which Maj. Lewis, leaving Capt. Bullett, with about 50 Virginians to guard the baggage, advanced with the utmost celerity to support Maj. Grant. The English were defeated with considerable loss; and both Maj. Grant and Maj. Lewis were taken prisoners.* In

*This was Andrew Lewis, who afterwards, as general officer, distinguished himself so prominently in the Indian battle at Point Pleasant. The anecdote related by him, of the incidents attending the defeat of Grant, is now somewhat amusing, as the tragedy is so very far in the distance: It appears that it was Grant's intention, that no officer should participate in the glory about to be dispensed by this novel manœuvre, but himself; and for that reason had ordered Lewis, with his Virginians, into the rear, with a view of guarding the baggage, as stated above. Here Lewis remained until he found it necessary to exert his force to relieve his superior officer on the winding up of the unfortunate battle—and hastening towards him, for that purpose, trampling over the bodies of the slain to defend the living, he drove back the savages with their uplifted

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this action, the Virginians evidenced the spirit with which they had been trained. Out of eight officers, five were killed, a sixth wounded, and a seventh taken prisoner. Capt. Bullett, who defended the baggage with great resolution, and contributed to save the remnant of the datachment, was the only officer who escaped unhurt. Of 162 men, 62 were killed on the spot, and 2 wounded. This conduct reflected high honor on the commanding officer of the regiment as well as on the troops; and he received, on the occasion, the compliments of the general. The total loss was 273 killed, and 42 wounded."

It was at length determined that the main body of the army should move from Raystown, and the general calling on the colonels of regiments to submit to him severally a plan for his march, that proposed by Washington appears to have been judiciously formed, but neither was adopted to the extent contemplated; for, while the question was being debated, whether the army should proceed further or take up *then* their winter quarters, some prisoners were taken, who represented the Fort in such a distressed condition, that it was deemed advisable to proceed on with the main army. Col. Washington was advanced in front, and with immense labor opened a way for the main body. The troops moved forward with slow and painful steps, and on the 25th Nov. took peaceable possession of the Fort; the garrison having on the preceding night, after evacuating and setting it on fire, proceeded down the river.

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tomahawks, and saved the regulars from massacre. While thus advancing, he met a Scotch Highlander, under full press, who, to the question, "how fared the battle?" "I dinna weel ken, (was the reply,) but think we're a' beaten; for there's Donald McDonald up to his hunkers in the mud, an' a' the skin aff his heed."

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The works were repaired, and the new Fort received the name of Pitt, in honor of the then prime minister of England—lord Stanwix taking the command of it. The expeditions, to reduce this fort, cost the British government 60,000 pounds sterling. After furnishing 200 men from his regiment as a garrison, Col. Washington marched back to Winchester, in Virginia. This garrison was kept up until 1763, and served as a Fort for the inhabitants, (for something like 200 had settled around it within the 2 or 3 preceding years,) to retire to on the breaking out of the Indian war of that year.

Splendid gardens and orchards at that period, ornamented the sites where Liberty and Penn streets are now, and a noble row of brick and stone houses belonging to traders, lined the Allegheny's banks; but they have nearly all been swept off, the latter by the undermining of the river, and the former to make room for the introduction of the mechanics' workshops and the merchants' warehouses.

A part of this Fort, however, so far as houses constitute a part, must yet be remaining; or a block house and officers' quarters must have been erected on or near the same spot, soon after the period last mentioned: for such buildings exist—they are of brick and two stories high; the former low pitched, adjoin each other, and carry in their appearance every thing of a military feature. The heavy timbers, in which the loop-holes are mortised, are on the sides next the city, about half the height of the building, and probably serve at this time to support the floor of the second story. A tabular stone, introduced just under the eaves, on the S. W. side of the building,

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contains the following inscription, *verbatim, literatim, et punctuatim:*

A D

1764.

Coll. Bosquet.

I asked permission of the occupant, a pleasant looking German, whose name is John Martin, to enter his citadel, which he readily granted, and found the lower room tastefully finished and furnished; but he could give me no farther information, than that he had a lease on it at $40 a year. I suggested to him the advantages he might derive, by opening the room, (which is about 20 feet square,) during the season of travel, for the accommodation of strangers, and have in preparation some light cakes, lemonade, ices, fruits, &c.—for that numbers would be pleased to visit the military relic, if they could do so under circumstances other than intrusive, and while he obliged such he would profit liberally by the pleasant speculation. His wife just at this moment entered the room, laughing, from an adjoining shed, and wiping her arms, (for she appeared to have been washing,) "dare Jon, didn't I dell de so, ofden? hear vat de man say!" John laughed likewise, and replied "ah, I'ms doo old now; and pesides, yoo nose I cot vork petter dan dat."

These buildings are located in the midst of lumber yards and workshops, very near the point at which the two rivers unite; but as it is difficult finding them, from the nature of the materials with which they are surrounded, some of which appear as ancient as the edifices themselves, it is probable that few other of the inhabitants are acquainted with their existence than those

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whose vocations call them into that section. It is a subject which at present does not interest business men. —The "Coll. Bosquet," whose name is chiselled on the t one plate, is doubtless the officer who commanded at Raystown, and contemporary with Washington some six or eight years previous; but how or where he took command of the fort in question, the inscription is the only data I can find upon the subject.

I have deemed it necessary to say this much, to give you an idea of what the place was before the town existed. I did not intend to write a history of it, but as it would be relevant to my purpose, in the prosecution of inquiries with respect to other matters, to have a foundation to build upon, the only alternative which was left, was, to begin and lay that foundation.

After laying out the town, in the year 1765, it was again laid out, surveyed and completed on its present plan, in 1784, by Col. George Woods, under instructions of Tench Francis, Esq. attorney for John Penn and John Penn, Jr. A fort was also built farther up the river than the site of the old fort, and called Fayette.

Much however was to be accomplished yet, before this place could develop its resources. Although made a town of in 1765, a war was to take place between the American colonies and the mother country, and towns as well as states would be effected by the operation. After the termination of that war, however, in May, 1784, Pittsburgh was laid out and surveyed on its present plan. Its increase was not rapid until 1793, the depredations of the Indians preventing the extension of settlements. But the "Western Insurrection" of that year, *revolting* as it is yet to think of, was

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thought by some to have contributed to give Pittsburgh a start; for considerable money was put into circulation by the concentration of troops, many of whom remained, or returned there, after settling their affairs to the eastward, and it has continued to increase ever since.

The advantages which Pittsburgh possessed for manufacturing and other purposes, was apparent to every person who visited the place. Situated at the head of boat navigation, at the junction of two rivers, by the agency of which the staples of the manufacturer could be brought to his shop; and surrounded with inexhaustible sources of fuel, to procure a sufficiency of which it was only necessary to step over his threshhold, no wonder that in a few short years the town should swell to an inordinate size by the emigration of thousands of the ingenious and industrious mechanics of the country. The hills bordering on the Monongahela and Allegheny rivers, afforded the greatest abundance of rich iron ore, and coal to smelt it; and on their surfaces, abundance of forest trees suitable for building vessels to convey the products of the mechanics' hands to market.

Before these operations commence, however, it will be necessary to keep up the connexion of this historical sketch, and to again "tell a tale which has already been thrice told," that at Pittsburgh, the two rivers above mentioned, unite, forming an angle of something like thirty-three degrees: the Allegheny being about 400, and the Monongahela 450, yards wide at their mouths.

The Allegheny has its sources in Potter county, in Pennsylvania; and, after taking a northwestern direction into New-York, sweeping through the lumber

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country to the western parts of that state, it turns about, and in its southern course re-enters Pennsylvania at the angle of McKean and Warren counties, and after wandering through several other counties and receiving numerous tributaries, unites with the Monongahela at the point stated.

It is of some importance, perhaps, to be informed, for books may not be at hand, that the names of some of the tributaries of this stream should be given. The principal river is the Kiskiminetas, which is navigable for batteaux for 40 or 50 miles, and enters the Allegheny about 14 miles below Kittanning. Kiskiminetas receives in its course Conemaugh, and on these rivers it is where the *salt works* are erected, at which is manufactured a sufficiency of salt to supply the Pittsburgh and many other markets. The market price of the article is about $1.50 to 1.75 per barrel. French creek is also a N. Western branch of the Allegheny, entering it about 80 miles from Pittsburgh. It is on this creek, or a tributary, that the *Seneca Oil* is collected, which forms an article of merchandize in the Pittsburgh market. It is easily collected, by drawing a blanket over the surface of the water, on which it floats, and then pressing the blanket. The oil is esteemed very efficacious for rhumatic affections. It probably derived the name of *Seneca*, from its first having been found in possession of those Indians. The Allegheny is celebrated for the transparency of its waters, and gravelly bottom. It contains some islands, but its surface is unbroken, and the mean velocity of its current is about 2½ miles an hour; when high, it runs 4 miles an hour, a little more rapid than the Monongahela. Several square-rigged vessels were built on

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this river, soon after the commencement of the present century; and a brig of 160 tons was launched, during an uncommonly high freshet, about 12 miles above this place, in November, 1810. The name *Allegheny* is supposed to be derived from an ancient tribe of Indians, called the Allegawe, which were routed by the Delawares, and their stock extirpated. They were represented as a very tall race and much stouter than other Indians.

The Monongahela river rises at the foot of the Laurel mountain, in Virginia. Its course is devious, and waters several of the most fertile and populous counties in West Pennsylvania, receiving a stream very little inferior to itself, about 15 miles before its conflux with the Allegheny, called Youghiogheny.

The Monongahela is navigable, at certain seasons, to Brownsville, distant about 60 miles from Pittsburgh.—Some of the largest steam boats on the Western waters were built up this river, (the Henry Clay and Mediterranean,) but were finished at Pittsburgh. A small steam boat, the Exchange, ascended the river to Clarksburg, in Virginia, in April last; but in general the river is too low for ordinary steam boats, and navigable only above Brownsville for small flat boats. Brownsville is a manufacturing, business place, located at the intersection of the great National Road with the river. [More of this place hereafter.]

The Monongahela is entirely destitute of islands, and its waters, when high, are turbid, partaking of the clay loam which its banks usually impart to it. Indeed, it derives its name, "it is said," from the Indians, the word implying, in their language, "*the falling-in-banks.*" Its

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mean velocity is about 2 miles an hour, which becomes nearly or quite double that, when very high. The ice is never so thick in the Monongahela as in the Allegheny, and is removed earlier, in general, on the breaking up of winter. Its southern source, probably, will account for this circumstance.

The Youghiogheny is navigable for flat bottom boats, only, about 9 miles above Connelsville, and then not without something of a swell. Connelsville is about 45 miles by land south-easterly of Pittsburgh. It is immediately on the river, over which is a good bridge, which connects it with the village of New Haven. There are five furnaces within 9 miles of the villages in question, for smelting iron ore—the hills abounding with the richest veins of it, and veins of coal from the depth of 10 to 13 feet, in positions, in many instances, along side of the river: the land is of the first quality for grain or grazing, and along the banks worth from 15 to 40 dollars an acre. The best quality of pig metal is brought from this section of country, and last fall sold in Pittsburgh, in a few instances, as high as $65 per ton, more than double the price it had commanded at any time within the previous 23 years. But the place does not increase in population. The rapidity of its current prevents merchandise from ascending the river; and the government of Pennsylvania has somehow either overlooked it, or possibly has not thought that the revenue arising from improvements upon it would ever be equivalent to the expense. A hope is expressed, however, by some of the prominent men in and about Connelsville, that the place will not be lost sight of by the Baltimore and Ohio Rail Road company, or the Chesapeake and Ohio Canal company.

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Having effected a union of the Allegheny and Monongahela rivers, the beautiful Ohio, the offspring of those two celebrated streams, next claims attention.

When "old Time" was younger, by some forty or fifty years, than now, *Ohio* was said to be of Indian etymology, and its meaning was "*beautiful.*" As time travelled on, and people receded farther from the period when the Indian language was better understood than now, the said river lost that Indian translation, and that of *Blood* ("the river of Blood") was said to be the meaning of the word *Ohio*—and "*La Belle River*," ("the Beautiful River") was its French cognomen—*and the Indians never understood French.* Time continued to travel on, and, receding still farther from the period in question, another translation is presented to us, shewing that OHIO means neither "*beautiful*" nor "*bloody*," but a "*White Cap*"—and a Mr. Heckewelder is the authority for this new discovery. He saw the caps,* and if there are many of them on the river at any one time, the navigation is dangerous. The Indian name, as now assumed, is *Ohiopeek*, which is said to signify "very white, caused by froth or white caps." Mr. Heckewelder says, "the word is not hard to remember." Probably not with him; but there are many persons who would find it a difficult matter, I think, to remember, for any length of time, *Ohiopeek* or *Heckewelder.* However, I am down the Ohio before I was any thing like ready to leave Pittsburgh. I will return.

This city, in the progress of its childhood and minority, has had many difficulties to surmount to reach the

*See Hall's Statistics of the West.

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point of manhood it at present occupies in the ranks of our other American cities: the nature of those difficulties I will mention hereafter, under a more proper head.—Now, independent of its location at the upper point of steam boat navigation, concentrating canals, roads, and all other advantages, it bids fair to stand as long as the hills in its vicinity can afford it the means of life, or as long as the river remains to waft its products to a distant market.

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LETTER II.

Pittsburgh, continued—Its distance from certain other cities—Panoramic view—Streets—Ship and steam boat building—Statistics in 1807, in 1810, and in 1814—Flourishing condition—Depressed do. in 1817—Revival of business in 1826 to 1832—Great floods.

PITTSBURGH, Dec. 12th, 1836.

Since my last, we have experienced some pleasant weather, and I have profitted by it, to the fullest extent.

This city is delightfully situated, and the scenery which surrounds it is beautiful, romantic, sublime. If it presents all these attractions at this inclement season, how much more distinct and forcible must they be in the season

"When Nature painteth all things gay!"

But as it is not my province to touch, *at this season*, upon flowers, or poetry, or any article except that which partakes of a business character, or which may tend to it, I will therefore observe what thousands knew before, that Pittsburgh is the county town of Allegheny, in the state of Pennsylvania, and lies in lat. 40° 35′ N., lon. 80° 38′ W. It is 301 miles, in an E. by S. course, to Philadelphia; 208 to Harrisburg, the capital of the state; 235 to Baltimore; 252 to Washington city; 130 to Erie on the lake; 220 to Buffalo, N. Y.; 135 to Cleveland, O.; 183 to Columbus; 73, by the river, to Steubenville; 96, by do., to Wheeling; 25 to Washington, Pa.; 450,

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by the river, to Cincinnati; 583 to Louisville, Ky.; 977 to the mouth of the Ohio; 1,157 to St. Louis; and 2,004 to New Orleans.

The history of this city has also been so repeatedly given, that it would be unnecessary again to do so, were it not that something new may be introduced, and the whole deemed somewhat indispensable to refer to, before this communication is finished. It is situated on a plain, of a rich sandy loam, about half a mile in width from the Allegheny river to the base of Grant's Hill,* which is its widest part; and, embracing all the western part of said hill, extends up the Monongahela and Allegheny valleys to what are denominated the "two mile" stones. A part of the western extremity of Quarry hill is also occupied by something like 40 or 50 families.

The city, with its appendages, is computed to contain upwards of 30,000 inhabitants. The city proper, until the last year, was confined in its jurisdiction east to the Northern Liberties, sometimes called Bayardstown, but at this time that section is incorporated with, and made a part of, the city. The appendages are Lawrenceville and Kensington, between the two rivers; Alleghenytown and Manchester, across the Allegheny river; and Birmingham, on the opposite shore of the Monongahela.—Coal hill bounds the bottom land, (on which Birmingham is built,) of the Monongahela, and is the highest point of any other in the vicinity of Pittsburgh. Darby says, "the low water surface at Brownsville, which is about half the distance from Pittsburgh to Morgantown, is 850, and at Pittsburgh 830 feet above the tides in the Potomac

*Named in honor of the "hero" who attempted to take Fort Du Quesne by a reveillie.

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river at Washington city—and that the apex of the hills around Pittsburgh are within a small fraction of 400 feet above the water level in the rivers of the same vicinity." Boyd's hill is next in altitude to Coal hill. This was formerly called Ayres' hill; but some 45 or 50 years ago, a printer, by the name of Boyd, was found suspended by the neck, one day, from the limb of a tree, and being the last character who had particularly distinguished himself, like Grant, the people, to commemorate the event, imparted his name to the hill. All those hills, as well as Quarry, which extend along the Allegheny river bottom, abound with coal, and, where the trees have not been removed, are covered, in the summer season, with the most luxuriant foliage. The summits of any of them are sufficiently high for observation; and the view from Boyd's, which overlooks Grant's, will well repay the traveller for the fatigue he incurs in clambering up its steep sides, whether it be muddy or snowy in winter, or a hot sun in summer, provided the atmosphere is not too much obscured by the smoke from the foundries and factories.

The most prominent point which at first arrests his attention, if he casts his eye to the left, presuming he occupies a station on Boyd's hill, is the village of Birmingham, apparently under him, on the opposite side of the Monongahela, trending along the course of the river, with the chimnies of rolling mills, foundries, glass works, and lead and other manufacturing establishments, peering above the surrounding buildings, occupied by the various operatives, all in keeping with the character of the place. Between the position occupied by the spectator and the objects last observed, his eye, as he

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moves it, naturally falls, and rests on the several rolling mills, foundries, glass houses, and the gas house, (for supplying the city with gas,) recently erected, clustered within the circumference of 30 or 40 acres, on the southern side of the river, bounded by the northern base of Boyd's, but stretching along on the western edges of Grant's and Scotch hills. As he continues naturally to incline in a kind of panoramic direction, his eye, resuming the position from which it had slightly deviated, is attracted by Bakewell's glass house; the magnificent bridge spanning the lazy Monongahela, below which, on the opposite shore, are the Sligo iron works, some warehouses, and smaller dwellings, tenanted by the operatives attached to the works mentioned. Coal hill, with "the winding ways" to ascend it, overshadowing the whole line, bounds the horizon, until lost in the distance, except a notch through which meanders Sawmill creek, along which the road passes to Cannonsburg, Washington and Wheeling. Below the bridge, beside the bank, on the Pittsburgh side, are seen some 30 or 40 steam boats, either moored, arriving or departing; and immediately in front, that is, east of this marine array, are the numerous establishments, put into operation by steam power, where materials, of which iron, brass, copper, wood, glass, cotton or leather are component parts, are changed in their character, and, by the industry and ingenuity of the workmen, serve to supply many of the western, and even Atlantic markets with the necessaries and luxuries of living. Here, too, tower the church steeples, and at their base, lofty warehouses, new and safe stores, and desirable dwellings. Across the Allegheny, from its shores to a remote distance in the rear,

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are descried, first as the most prominent, the Theological seminary, placed on the summit of a hill, which uprears its head to a high altitude in the centre of the alluvial plain, as if for the purpose of showing off to advantage the edifice, with which it is surmounted—and beyond that, still more inclined to the eastward, is the Western penitentiary; and yet a little farther eastward, but at a remote distance, near the summit of a high ridge, is a building of imposing appearance, which was erected for, and once occupied by, a society of nuns, of the order of St. Clare. The edifice is at present a private residence. The space intervening, between the base of the ridge and the river, contains seats and dwellings of merchants and manufacturers, many of whom have their establishments on this side. Nearer the margin, however, and for a mile or two in length, are various cotton and lead factories, iron foundries, rolling mills, machine shops, taverns, &c., &c. Here, too, connecting the city and town, as characteristic, that the wealth of one proportionably promotes the prosperity of the other, is another extensive wooden covered bridge, and a short distance above, the stupendous aqueduct, also covered, forming a part of the great Pennsylvania canal, which, after crossing the important stream, connecting with and feeding various basins, chambers, &c., through the medium of another short canal, which passes through Grant's hill by a tunnel, terminates by other locks at the Monongahela river, a short distance above the bridge.—[Farther particulars on the subject of bridges and this aqueduct, must be deferred until more information is acquired.] Continuing to turn the eye still farther eastwardly, it may find objects worthy of attraction, not

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unlike those it left on the opposite shore, with the addition of a dense population in Bayardstown, until the view is intercepted by a spur of Quarry hill, the buildings which embellish its brow, or the Fort Pitt glass house and surrounding tenements at its base. The road extending up the valley, called the Farmers' and Mechanics' turnpike, as it commences at the base of Grant's hill, on which the new jail, and the building materials for a new court house, with a cotton factory on its declivity, and the great variety and mixture of the buildings in the vicinity of, and on, the turnpike, taken as a whole, will be objects of curiosity.

The order in which the streets is laid out is objectionable; but perhaps it was not a subject of much reflection at that time. The wider and longer, which are called Penn and Liberty, extend from the Monongahela parallel with the Allegheny, to the boundary line of the city proper; and there are those which extend from Liberty street parallel with the Monongahela, forming an acute angle of course at their points of commencement. There are other streets, (Market, Smithfield and Wood,) which form right angles with the Monongahela. Hence arises the awkward position which some of the houses would occupy, had not the difficulty been obviated by an abrupt termination to some of the blocks, although others, notwithstanding, are extended to a very narrow point.—The streets are generally paved, at least those between Grant's hill and the river; but with the exception of five or six, the remaining ones are rather too narrow.

As I have commenced with the view of keeping in sight the progress this city has made towards the elevated position she at present occupies among the manufac-

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turing towns in the United States (perhaps I might go farther,) it is necessary that I should step back some six or seven lustrums—say about the beginning of the present century—for in the neighborhood of that period she commenced *ship building!*

From the year 1802 to 1805, the following vessels were launched at the ship-yards of this city: the ships Pittsburgh, Louisiana, General Butler, and Western trader; brigs Nanina, Dean, and Black Warrior; schooners Amity, Allegheny, and Conquest—the ship Monongahela Farmer, and brig Ann Jean, were built at Elizabeth Town, on the Monongahela river. [The first sea vessel, however, that was built on the western waters, was a brig called the St. Clair, of 120 tons burthen, built at Marietta, by Com. Preble, in 1798--9, who descended the Ohio and Mississippi in her, went to Havana, and thence to Philadelphia, where he sold her.] Misfortunes and accidents in getting these vessels down the Ohio, which most probably arose from bad management in the persons entrusted with them, gave a damp to ship-building, and not many years afterwards the business was transferred to steamboat building, which has been successfully prosecuted ever since.

The first steamboat on the western waters, was built in this city, and called the New Orleans. She was 138 feet keel, between 300 and 400 tons burthen, and owned by Messrs. Fulton and Livingston and a Mr. Rosewalt, of New York. The latter gentleman superintended the building of her, and she cost $40,000. She was launched in March, descended the Ohio and Mississippi rivers to Natchez, in December, where she took in her first freight and passengers, and proceeded to New Orleans on

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the 24th of that month. This boat continued to ply between New Orleans and Natchez, ascending in 7 or 8, and descending in 2 or 3 days, conveying passengers up at $25 each, and down at $18, (clearing, *nett*, the first year, $20,000,) until she got snagged on her upward passage, near Baton Rouge, in the winter 1813--4 and lost. But I have wandered far away from Pittsburgh again—no wonder, I was on a steamboat.

Some idea may be formed of the progress made in the mechanic arts, in this city, after the start it took in 1793, from the fact, that in an enumeration had in the fall of 1807, there were found as follows:

One cotton manufactory having a mule of 120 threads, and 1 spinning jenny of 40 threads, 4 looms, and a wool carding machine under the same roof, 1 glass works on the opposite side of the Monongahela for green, and 1 on this side for white glass, 2 breweries, 1 air-furnace, 4 nail factories, one of which made 100 tons of cut and hammered nails annually, 7 coppersmiths, tin-plate workers, and japanners, 1 wire weaving and riddle factory, 1 brass foundry, 6 saddlers and harness makers, 2 gunsmiths, 2 tobacconists, 1 bell maker, 3 tallow chandlers, 1 brush maker, 1 trunk maker, 5 coopers, 13 weavers, 10 blue dyers, 1 comb and 7 cabinet makers, 1 turner, 6 bakers, 8 butchers, 2 barbers, 6 hatters, 4 physicians, 2 potteries of earthen ware, 3 straw bonnet makers, 4 plane makers, 6 milliners, 12 mantua makers, 1 stocking weaver, 2 book-binders, 4 house and sign painters, 2 portrait painters, 1 mattress maker, 3 wheel-wrights, 5 watch and clock makers and silversmiths, 5 bricklayers, 5 plasterers, 3 stone cutters, 8 boat, barge and ship builders, 1 pump maker, 1 looking-glass maker, 1 lock maker, 7

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tanyards, 2 rope walks, 1 spinning-wheel maker, 17 blacksmiths, 1 machinist and whitesmith, 1 cutler and tool maker, 32 house carpenters and joiners, 21 boot and shoemakers or cordwainers, 5 windsor chair makers, 13 tailors, 1 breeches maker and skin dresser, 12 school-masters, 4 school-mistresses, 33 taverns or public inns, 51 mercantile stores, 4 printing offices, 6 brick yards, 3 stone masons, 2 book stores, 4 lumber yards, 1 maker of machinery for cotton and wool manufactories, 1 factory for clay smoking pipes, 1 copperplate printing press.*

In 17 streets and 4 lanes or alleys, in March, 1808, were 236 brick houses, and 361 wooden ones: 47 of the former, and 70 of the latter, were built the preceding year. There were 50 stores of well assorted goods, and the retail business of several of them amounted to $100, and on market days, $150, per day, in cash, exclusive of the credit business.†

In the year 1810 there was the following enumeration made by the marshal:

In Pittsburgh and the immediate vicinity, "One grist mill, by steam, manufactures 60,000 bushels of grain.—Three carding and spinning mills, two of cotton and one of wool, amount to $14,248. One mill for grinding flat irons, $2,000. Two distilleries, which make 600 barrels of whiskey. Three breweries make 6,435 barrels of porter, ale and beer. Four brick yards, $13,600. Two air furnaces, 400 tons, $40,000. Three red lead factories estimated at $13,100. Six naileries, $49,890. Three glass works, 1 green, and 2 white glass, $62,000. Two

*Cramer.
†Ibid.

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potteries, $3,400. Two gunsmitheries, $2,400. Three tobacconists, $11,500. Sixteen looms, 19,448 yards of cloth. Six tanneries, $15,500. Seventeen smitheries, $34,400. Four cooperies, $2,250. Eight chair and cabinet makers, $17,424. Saddlers, and shoe and boot makers, estimated at $110,000. Ten hatteries, $24,507. Four silversmiths and watch makers, $9,500. Six copper, brass and tin factories, $25,500. Three stone cutters, $8,800. Three boat and ship builders, $43,000. Two wagon makers, $2,872. Three chandlers, $14,500.—One rope walk, $2,500. One button manufactory, $3,000. One stocking weaver. One cutlery, $3,000. One glass cutting, $1,000. One wire weaving, at which sieves, screens, riddles, &c. are made to a considerable extent. Three printing establishments, and one bookbindery."

The quantity of hemp and spun yarn, from Kentucky, where they were raised and manufactured, (and where is yet extensively manufactured, rope yarns, rope and bagging,) which was carried through this city during the year 1810, on its way to the Baltimore and Philadelphia markets, amounted to 1,378,944 pounds; averaging, at that time, in those markets, 15 cents per lb. and the sum total was $206,841 60 cents.

Cotton commanded 19 cents per lb.; and 600 bales averaging 400 lbs. sold for $45,600—the year's operation.

The quantity of bar iron and castings, manufactured and sold during the same period, amounted to 1,307 tons; averaging per ton $140, equal to $182,980—and 110,000 lbs. cut and wrought nails, worth 17 cents per lb. to $18,700.

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Bacon and Pork had not acquired the celebrity it has since—50 tons were sold that year at 10 cents per lb. amounting to $11,000.

The sales of Tobacco, at 13 cents per lb. average, amounted to $2,600.

The avails of *domestic industry* for the year 1810, was estimated at $2,000,000.

The following account of the Manufactures, &c. carried on in the city and the vicinity, was collected under the direction of the Councils, and reported to them in January, 1814, *by their committee.*

		No. of hands.	Am't
1	Auger Maker, - - - -	6	3,500
1	Bellows Maker, - - - -	3	10,000
18	Blacksmiths, - - - -	74	75,100
3	Brewers, - - - -	17	72,000
8	Brush Makers, - - - -	7	8,600
1	Button Maker, - - - -	6	6,250
2	Cotton Spinners and Carders, -	36	25,518
11	Coppersmiths & Tin Plate Workers,	100	200,000
7	Cabinet Makers, - - -	43	40,000
1	Currier, - - - -	4	12,000
2	Cutlers, - - - -	6	2,400
4	Foundries Iron, - - -	87	180,000
3	Gunsmiths and Bridle Bitt Makers,	14	13,800
2	Flint Glass Manufactories, -	82	110,000
3	Green do. - - - -	92	130,000
2	Hardware Manufactories, -	17	18,000
7	Hatters, - - - -	49	44,640
1	Locksmith, - - - -	7	12,000
1	Linen Manufactory, - - -	20	25,000
7	Nail do. - - -	47	174,716
1	Paper Maker, - - -	40	23,000

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1	Pattern do. - - -	2	1,500
3	Plane do. - - -	6	57,600
1	Potter, fine ware - - -	5	8,000
1	Rope Maker, - - -	8	15,000
1	Spinning Machine Maker, -	6	6,000
1	Spanish Brown Manufactory, -	2	6,720
1	Silver Plater, - - -	40	20,000
2	Steam Engine Makers, - -	70	125,000
2	Steam Grist Mills, - -	10	50,000
6	Saddlers, - - - -	60	86,000
5	Silversmiths and Watch Repairers,	17	12,000
14	Shoe and Boot Makers, - -	109	120,000
7	Tanners and Curriers, - -	47	58,860
4	Tallow Chandlers, - -	7	32,600
4	Tobacconists, - - -	23	21,000
5	Wagon Makers, - - -	21	28,500
2	Weavers, - - - -	9	14,562
3	Windsor Chair Makers, - -	23	42,600
2	Woollen Manufactories, - -	30	17,000
1	Wire Drawer, - - -	12	6,000
1	White Lead Factory, - -	6	40,000

Total hands, 1280; Total amount, $1,896,366.

In addition to the preceding, the committee returned the following trades, but received no estimates from the conductors. In their opinion, they employ 357 hands, producing $370,000, making the total 1,637 hands, the total of which was $2,266,366:—3 chair makers; 1 currier; 2 cabinet makers; 1 cotton carder; 1 comb maker; 1 coach maker; 2 copper plate printers; 3 book binders; 4 hatters; 1 gilder; 2 machine and pattern makers; 5 nailers; 6 printers; 1 plane maker; 21 blacksmiths; 23 shoe makers; 2 saddlers; 1 silk dyer; 6 stone cutters;

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3 tallow chandlers; 5 tanners; 15 weavers; 1 wire worker; and 1 coffee mill maker.

The natural inference is, that, during the progress of a good business, in any place, rents must be high; for, were it otherwise, as soon as the fact became known, the influx of traders would be so numerous, and the competition so great, that a decrease in prices would naturally follow. It is much the same with reference to certain streets, and particular stands in commercial cities and towns: the same principle will be found to apply in those cases. The rents in Pittsburgh had advanced nearly a thousand per cent. during the preceding ten years, and stores during the latter year varied from $300 to $500 per annum; one ware house rented for $1,200, which was the price also for a good tavern stand. Family residences commanded a rent of $300 to $400.

Before the introduction of steam boats, the trade up and down the Ohio was carried on by means of barges and keel boats, constructed for the purpose. There was not much difficulty in getting down. Boats frequently reached the mouth of the river, during high water, in 15 days—to Louisville, in 10, was esteemed a quick passage.

Trade and *manufactures* continued to flourish; and, notwithstanding a war existed between the U. States and England, it appeared in no hideous form—probably it contributed to the thrift of the place. In 1812, the quantity of plank and boards brought down the Allegheny, and passed inspection, exceeded 7,000,000 feet, all of which was used for building purposes in the city. The number of wagons laden with goods and country produce, which continued to arrive from various points,

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and discharge or pass through, was immense—some were bound eastwardly and others westwardly.

The following is the estimate of the number of boat and wagon loads received during the year 1813:—350 boat loads, viz. 3,750 tons salt-petre, salt, lead, peltry, sugar, cotton, &c.; 1,250 do. hemp; 3,750 do. yarn; 4,000 *wagon loads* dry goods, groceries, &c., and 1,000 do. iron.

A farmer, who resided only 4 miles distant, took an account of 4,055 wagons which passed his farm from Jan. 1, 1813, to Jan. 1, 1814. The provision (or home) markets rose very considerably during the same period; fresh beef selling at 7 cts. per lb.; flour, bbl. $9; potatoes 75 cts. bush.; cabbages 6 cts. head; butter 50 cts. lb.; fowls 50 a pair; ducks 50 do.; geese 75 to 1 25 a piece; turkies $1 to 2 do.; pork, lb. 7 cts.; lard 11; mutton 7; veal 6; cheese 18 to 25; eggs 25 cents per doz.; onions $1 25 bush.; beans 1; Indian meal 1—and even *coal*, which lies imbedded but a short distance from the residence of every family of the place, keeping pace with the advance of labor, provisions, and every thing else, rose from 6 to 12 cents a bushel!

This tide of prosperity was not destined to flow always—it would have been unnatural for it to do so. Soon after the termination of the war, an ebb began to be *perceptible;* in 1817 *it was felt.* A number of factories stopped their operations; for trade was paralyzed, in consequence of the immense quantities of goods, of every description, brought into the country from England. In 1821, *distress* appeared to have reached its climax, and manufactures, trade and industry of all kinds, were prostrated. The farmer could get no money for the pro-

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duce of his land; it was therefore not worth his while to cultivate it: the cloth factories had been "done up" by the introduction of foreign fabrics, which were put at prices with which our manufacturers could not possibly compete—and so with all other manufactures, as well as cloth—thus, so far ungearing the whole machinery, it threw the operators in iron also out of employ, and an approaching bankruptcy, for a time, appeared to be inevitable. The *markets* had experienced a wonderful depression, and, from their high prices, had got down to almost nothing. In May, of that year, the price of flour per bbl. was one dollar; whiskey, gal. 15 cts.; pine boards, good merchantable, 100 feet, 20 cts.; sheep and calves, per head, 1 doll. It required a bushel and a half of wheat to buy a pound of coffee; a barrel of flour to buy a pound of tea; and twelve and a half barrels to buy a yard of superfine broad cloth. Foreign goods were plenty, and laid in on the best terms—were sold very cheap, and at a moderate profit. This was the condition, at that time, of the western country; for like causes produced like effects in other cities and towns, as well as in Pittsburgh.

In process of time, however, a reflux again began to manifest itself, and in 1825-6 and 7, all was bustle.—Seven steam boats went down the river well freighted, and from that period till the year 1830, the "winter of discontent" continued to recede, until a "glorious summer," accompanied by all the associations calculated to arrest and gratify every rational sense, burst upon the people of this western region. They availed themselves of the occasion; for, profiting by its genial rays, they sowed

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liberally, but prudently, and are now gathering in their harvest, "some fifty, and some an hundred fold."

In 1830, there were made here 100 *steam engines*, and 9,282 tons of *iron* rolled. Five rolling and three slitting mills (making a total of eight) were erected the two preceding years—and it is ascertained, that of the iron manufactured during the period named, 600 tons of it were converted into other articles, before it left the city. In 1831, there were 150 steam engines made.

I have not sufficient data to state particulars, with reference to the manufacture of *glass* during the period in question; but the best of which I can avail myself, show, that there were four houses in operation, containing 32 pots, at which flint glass was manufactured—and that at four others, three of which made, monthly, 1,500 boxes of window glass, (100 feet each,) and 1,000 dolls. worth of hollow ware, employing 102 hands—consuming annually 7,000 cords of wood, 700 tons of sand, 1,000 barrels salt, 40,000 lbs. scorched salts or potash, 150,000 bushels coal, with ashes, lime, &c. The cost for labor was about $2,500 per month. This statement does not embrace the operations of a glass house at Birmingham. The estimates, as reported to the Friends of Domestic Industry, assembled in New York, in the autumn of 1831, fix the value of the window glass and bottles made at, and in the neighborhood of, Pittsburgh, at more than 500,000 dollars a year. The report is silent on the subject of cotton manufactures.

In Peck's and Tanner's Guides, the former gives the following as the amount of business done by that branch, to which it refers, in 1831:

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Nail factories and rolling mills.	Weight in lbs.	Value.
Union, - - - -	720,000	$43,000
Sligo, - - - -	400,000	32,000
Pittsburgh, - - - -	782,887	86,544
Grant's hill, - - -	500,000	20,000
Juniata, - - - -	500,000	30,000
Pine creek, - - -	457,000	34,100
Miscellaneous factories, -	360,000	28,200

The same year there were 12 foundries in and near Pittsburgh, which converted 2,963 tons of metal into castings, employed 132 hands, consumed 87,000 bushels of coal, and produced the value of $189,614.

The number of cotton factories in operation at the period in question, was 8, having 369 power looms, and employing 598 hands.

Steam engines in operation, same year, 37, which employed 123 hands.

Early in February, 1832, in consequence of mild weather and heavy rains, the sources of the Allegheny and Monongahela rivers "were broken up," "and the floods descended" with such impetuosity as to sweep before them almost every moveable thing with which they came in contact. The *bottom* part of the city was nearly inundated. Penn and Liberty streets, near as high up as Ferry street, and a part of Wood street, suffered by the visitation. *Such* freshets, however, are of rare occurrence. The first that I can find any record of, was in 1784; again in 1792; again in Dec., 1808; Nov., 1810; in 1813; and the one first mentioned. During the freshet of 1810, so rapid was its rise, that from sunset, Nov. 10, (which was on Saturday,) to Sunday noon, it reached an elevation of 37 feet above the ordinary level, when it became for some time stationary.

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LETTER III.

Pittsburgh continued—Its population—Houses—Churches and other public buildings—Arsenal—Water and Gas Works, Fire Department, &c.—Retailers of Merchandize—Coal, and a new theory suggested—Hotels, &c. and Home Markets—Stages—Roadstead for Steamboats—Periodical obstructions to river travelling.

PITTSBURGH, Dec. 12th, 1836.

The population of this city, in 1800, was 1,565; in 1310, it had increased to 4,768; in 1820, to 7,248; in 1830, to 12,542; and this year, including the *appendages* which have been mentioned, (by *estimation*,) to 30,000. In 1808 the number of buildings was 400; in 1810 there were 767; in 1813 the number was 958—thus have the houses increased as the population multiplied, until the number now exceeds 4,500. There are upwards of 250 stores and warehouses, generally from 3 to 5 stories high, and mostly of brick, 90 of which were erected this year; some of the warehouses are constructed according to the modern mode of building, (the fronts resting on pillars of stone or iron,) but are strong, very capacious and secure*; but rents are high, and dwellings scarce. There are not many buildings which can be termed elegant, for however clean and tasty may be their finish, they soon partake of the property of the element with which they are surrounded, and imbibe the dingy and dusky hue incidental to the place. This is more clearly perceptible in winter than any other season, as the falling snow has the appearance of pepper and salt,

*Harris' Intel.

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and a short time after it ceases to fall it becomes black. These are not material objections, however, to businessmen; for they have no hesitation in exchanging that species of luxury for a more humble but comfortable domicil, provided in so doing they enjoy better health, economise in expenses, keep out of debt, and add to their yearly increasing estates.

There are at present 30 *Churches*, or places of public worship, in the city, viz: 7 Presbyterians; 6 Methodists; 2 Roman Catholics, one of these, (the cathedral, not quite finished, on the brow of Grant's hill,) has a very imposing appearance; 2 Episcopal; 1 Baptist; 1 Covenanters; 1 Unitarian; 1 German; 1 Associate Reformed; 1 Union; and 7 others, one of which is African.

The *Western University* is in third street, in the very centre of the business part of the city, with its front coming out nearly full to the side walk, and no yard about it—the site is much against its prosperity. It has been degenerating, as a literary institution, for some years.—The *Theological Seminary*, although on Seminary hill, and withdrawn from all noise and bustle, it is said is not in a flourishing condition neither. There are 4 public (primary) schools, one in each ward, or will be as soon as the houses are completed, and three or four select schools, one or two of which are boarding schools for young ladies, and these constitute about all the literary institutions in the city.

There are 4 *Banks*, 1 *Savings Fund*, and 2 *Insurance Companies*, viz: The Exchange Bank, capital $1,000,000—Wm. Robinson, jr. Prest.—John Foster, Cash.—The Merchants' and Manufacturers' Bank, (government deposit,) capital $600,000—M. Tiernan, Prest.

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Jesse Carrothers, Cashr.—The Bank of Pittsburgh, (an extensive and splendid edifice,) capital $1,000,000—John Graham, Prest.; John Snyder, Cash.—Bank of the United States, of Pennsylvania; Michæl Allen, Prest.; James Corry, Cash.—Pittsburgh Savings Fund Company, capital $100,000, James H. M'Clelland, Prest.; James M'Cauley, Treas.; John B. Bell, Sec'y.—Firemen's Insurance Company, capital $250,000, John D. Davis, Prest.; Samuel Gormly, Sec.—Navigation and Fire Insurance Company, capital $250,000, M. Allen, Prest.; James S. Craft, Sec.

Here is also a spacious *Reading and News Room*, established by the *Board of Trade*, in which are filed a large number of the most prominent and leading papers of the eastern and western cities; and books are kept, one for a record of local matters of interest, and as an index to any particular item of news—and the other, for the purpose of recording the names of such visiting strangers as are introduced by its patrons. The room is supported by the subscriptions of the merchants, manufacturers, &c. of the city.

Here is likewise a *Theatre*, which is not often occupied—and a *Museum*—in the latter is a Bee palace, so constructed that the operations of the little inhabitants can be seen without difficulty. *Appropos*—It is said that *wasps* are never seen in this city.

The *Western Penitentiary* of Pennsylvania is situate in Allegheny-town, which has cost the state an immense sum of money. It is conducted on the principle of solitary confinement.

The *Courthouse* is on the northern side of Market street, which bisects the *Diamond*, but will be converted

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to some other use as soon as the new one is built, the foundation of which is now in progress, on the summit of Grant's hill, contiguous to the new *Jail.* It will be of free stone, as the jail is, quarried from the neighboring hills.

The *Diamond* is a *square*, the sides of which are formed of brick buildings, 3 or 4 stories in height, occupied as dwellings, coffee houses, stores, shops, offices, &c. to the number of ten or a dozen on a side, Diamond alley extending from its centre to Grant's hill. As the fronts all face inward, the whole assumes something of the character of a *bazaar.* Immediately in front of the Court-house is also that of a *Market*, which forms a kind of semi-circle, and being thus placed in juxta-position with the former, suggests the idea, which I hope I may be pardoned for expressing, as it is only intended as a piece of pleasantry, of the powerful pantomimical arguments which are there sometimes unwittingly advanced towards the making up a verdict, by a HUNG-RY jury; one of which, perhaps, as he passes a window, attracted by his visual sense, mentally denounces in no measured terms his eleven compeers, for persevering in their "obstinacy."* The two other Market houses are located, at considerable distance, one to the S. E. and the other to the N. E. parts of the city.

The United States' Arsenal is located in the village of Lawrenceville, adjoining the city, about 2 miles easterly of the old limits. It is handsomely situated in an enclosure of about 30 acres, on a gently sloping declivity,

*In some of the states, it is a rule of court not to permit a jury *to eat*, until a verdict is agreed upon—I am not informed whether such a rule exists here.

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extending from the turnpike to the Allegheny river, the lot surrounded by a stone wall of good masonry. This is the general depot of the West and South West.—Here are deposited numerous pieces of ordinance, handsomely arranged, some of which were captured on the fields of Ticonderoga and York; and there are also many which never were, and it is hoped never will be, captured. About 70,000 stand of small arms are in the armory, displayed in the most fanciful style, some are bronsed, and others with barrels of the brightest lustre, all ready for use at a moment's warning.

The *Water Works* are seated on the bank of the Allegheny river, and were erected by the city in 1828.—The water is forced by steam machinery through the main shaft, 2,439 feet in length, and 15 inches diameter, to the top of Grant's hill, which is 116 feet above the Allegheny river, where it is discharged into a basin, the capacity of which is 1,000,000 of gallons, at the rate of 1,344 gallons a minute, the wheel making, ordinarily, within that period, 14 revolutions, and sometimes 15.—About 90 bushels of coal are used per day. The basin is eleven feet in depth, and contains a partition wall for the purpose of filtration. From this reservoir the city is at present plentifully supplied with water; and above half of the various mills, factories, &c., within the city proper, use it, paying an annual tax for the consideration, the total amount of which, for the last year, was $13,000. The tax to some families is $3, and is graduated according to the demand—some of the manufacturing establishments paying as high as $120. Fire plugs are conveniently located, that recourse may be had to them when needed. As the city increases in extent and po-

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pulation, and a greater supply of water becomes requisite, the basin will probably be changed to a point farther east, which the corporation has already secured, on a more elevated site, made larger, and of course will have a greater head.

The *Gas Works* are situated on the bank of the Monongahela at the base of Ayres' (or Boyd's) hill, and are intended to be put into operation the approaching spring. The stock belongs to a company. The pipes, for conveying the gas through the streets, are now being laid: hitherto the streets have not been lighted, and on some nights their darkness partakes of an Egyptian temperament.

The *Fire Department* is not, perhaps, as well organized as it ought to be—there are 7 engine and hose companies.

The Bridges over the Monongahela and Allegheny rivers, are of wood, covered, and shut in—resting upon substantial abutments and piers of free stone, constructed upon such principles of masonry as to insure their durability, and to guard the superstructure against the ice and such other floating substances as are the consequences of the breaking up of the ice of those rivers, at certain seasons. That over the Monongahela, which is nearly three-fourths of a mile above its junction with the Allegheny, is 1,500 feet in length by 37 in width, and rests upon seven piers. It was erected in 1818, by a company, costing $102,450, the state taking $40,000. The lower bridge, over the Allegheny, is about half a mile above its junction with the Monongahela, also covered in, is 1,122 feet in length, 38 in width, and rests upon five piers. This bridge, which is 38 feet above

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the ordinary level of the river at low water, belongs also to a stock company. It was built in 1819, and cost 95,249 dollars, the state also taking to the amount of $40,000 of the stock.

The Aqueduct of the Pennsylvania canal is a noble piece of work, of much novelty to strangers, and of interest to thousands. Including the chamber, or northern entrance, it is 1,140 feet long, 4 feet deep, 17 feet wide at bottom, and 18 at top—all made of wood, covered and shut in as the bridges, having a tow path for horses on one side, and a foot way for passengers on the other —the whole resting on six piers, the abutments at each end powerfully strong, and of the most substantial stone work. Its capacity is 489,814 gallons. Its southern terminus connects with recesses, or basins, sufficiently capacious for the canal boats to lie without difficulty alongside of an extensive range of warehouses, into which their upward cargoes are passed, and from which they also receive their downward freight. These canal boats are owned by houses formed for purposes of transporting merchandize on the Pennsylvania canal. There are 14 regular lines; and the warehouses are provided for the temporary storage of such articles as are not immediately called for, and to keep *all* secure that might otherwise be removed improperly or injured by the weather. The canal, however, is continued across the southern part of the city, affording in its course other facilities, until it reaches Grant's hill, through which is a tunnel, and from thence to the shore of the Monongahela. The tunnel, in fact, terminates its course for the present; for, although chambers and locks have been constructed, and capable of being used, there appears

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to have been no occasion as yet for calling them into active operation.

Two other bridges across the Allegheny are in contemplation—they are to be a short distance yet farther up. Some progress is made in the lower one, so far as to have completed its abutments; and its four *piers* are *peering* above the surface of the water at low water mark.

There were two hundred and forty-three "retail dealers in foreign merchandize," who took out licenses the present year; and those with whom I have conversed concur in the report, that the season has been a good one. Retail prices vary very little from those in the Atlantic cities. Business is rather slack now, as it usually is at this season, when the navigation is about to be closed—[the canal was closed early this month, and the water drawn off.] The manufacturers, however, are never idle—the materials for steam boats and engines, and gearing for factories, engage their constant attention. Seventy-three flat boats, laden with coal, carrying from three to six thousand bushels, went down the river a few days since, bound to Cincinnati, Louisville, and to different points down the Mississippi—some of them to New Orleans. Suppose each boat averaged four thousand five hundred bushels, which, it is said, is pretty correct, three hundred and twenty-eight thousand five hundred bushels would be the total. Some of the coal was contracted to be delivered at New Orleans at $1 25 per bbl. of 3 bushels each, which cost on board probably not exceeding 2 1-2 to 3 cents a bushel!

Independent of the general use which is made here of coal, as well for culinary as for all other purposes for

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producing heat, it is an article of merchandize down the river, as we see by the instance cited. The dealers in the article here say, it is preferred by those who are acquainted with it in the western markets, to the quality that is to be met with lower down, on the Virginia and Ohio shores, as it contains less of the sulphur, which is offensive, and less of slate and iron. However, we who have been to market, know that all who take their commodities there for sale, are desirous of getting them off. This coal makes a quick and excellent fire; but unfortunately the propensity which every body has here of leaving the doors open after him, notwithstanding the mercury may be nearly down to zero, destroys all the enjoyments of a fire side, and you have naught else to do but keep turning, or following every one who enters or departs, and shut the door.

This coal differs from the Richmond (Virginia) article, inasmuch as it is quarried in large blocks, and instead of a sulphurous smoke and smell, sends forth a smoke of a lead or ash color, not offensive, and the coal ignites more readily than the other. It is formed in layers, and, as soon as it gets hot, separates in flakes, like slate. I have reflected, while noticing the *drifts* of it in the vicinity of this city, on its uniform association with slate, and the tendency of the latter to clay, why some new writer on geology and mineralogy did not suggest the idea, that all coal formations were slate in its chrysalis state; and that as soon as Nature, by an alchymical process, in her subterranean laboratory, abstracted the bituminous and other coal properties, it put on the character of clay slate; and that again, in time, by the action on the latter of atmospheric air, or some other natural

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agency, or a combination of agencies, it put off the slate character and turned to clay—impalpable clay!* Such a theory would very properly be ridiculed by the scientific portion of mankind; but theories, based upon as weak foundations, have before made converts to their tenets, and it would only require a name associated with "the first of the learned," to arrest the attention—and he whose attention is arrested, *doubts*—and he who doubts, is *converted.* I believe nature has never disclosed to us yet the process of converting food to chyle.

The price of coal in the fall season, when the contracts are generally made, is 4 1-2 cents a bushel, delivered at any place in the city where ordered—it now sells from 8 to 9 cents a bushel. Wood is seldom or never burned, except by confectioners—indeed it is very scarce.

The number of teams, (wagons,) having 4, 5, or 6 horses each, employed in constantly hauling coal, for the factories, and others with whom contracts have been made, is about one hundred—fifty bushels are generally hauled at a load. The number of drays and carts for ordinary purposes is two hundred and fifty—and hacks for conveying passengers can also be procured; but make a bargain, as to price, before engaging one.

I was surprised to find there was no marine hospital or alms house in this city, the more especially as it is a

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*Dr. Comstock might ridicule this theory, probably, were he to meet with it; but it is not "designed for the use of schools"—nor would it be more absurd, if it were, than what the professor states with reference to the source of the *Chesapeake river*—and that the river "Susquehannah and its tributaries are discharged into the *Potomac!*" [Comstock's Outlines of Geology, 2d edition, page 183—4.]

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port of entry,* and the numerous persons engaged on board the steamboats would sometimes, by sickness or accident, become disabled, and therefore very proper subjects or tenants of such humane establishments. The surveyor of the port, John Clark, Esq., informed me that he was in correspondence with the secretary of the treasury on the subject of the former, and he was in hopes his efforts would be successful.

There are not a sufficient number of good Hotels to accommodate travellers at certain seasons of the year.—The Exchange is the principal one, and is, it is said, well kept. The tables are properly furnished with genteel ware, plate and cutlery, the latter of proportionable dimensions and in time *losing* by the effects of friction.—The tables also, it is further stated, are well supplied with the varieties of the seasons, as the markets generally present them, and that the dormitories are cleanly, and in keeping with the tables and other attractions of the house. There is likewise good attendance, and the fatigued guest is not annoyed in his bed, at an unseasonable hour, by the noise of wooden or iron bound shoes, thumping the hall floor, as a domestic *passes* his door, to one farther on, with another guest who has just arrived, or perchance to arouse one for his departure in the stage which awaits him at the door. But, as soon as the hour for general sleep arrives, the servant's heavy shoes or boots are exchanged for light ones or slippers, for the express purpose, that he might not disturb the hurried slumbers of those whose two or three previous days and

*The first and only entry of foreign merchandize, made at the custom house, at this port, was in 1835—in this year there were *five*.

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nights have been passed in unbroken watchfulness.—The charge per day at the Exchange, is $1.50—at the other hotels, $1.25. As good boarding and lodging, equally respectable, may be procured, however, at boarding houses for one half the hotel prices, if the applicant purposes remaining a week, or longer.

The home, or *provision market*, is generally well supplied. The following are the present prices: Beef, lb. 6 to 8 cts.; Pork, do.; Shote, or Veal, per quarter, 37½ cts.; Fowls, per pair, 15 to 19 cts.; Ducks, do. 25; Turkeys, each, 37½ to 50 cts.; Geese, do. 25 cts.; Butter, lb. 12½ to 19 cts.; Potatoes, bush. 40 cts.; Apples, do. 25; Flour, bbl. $7.50; Corn Meal, bush. 50 cts.—*Oysters*, from Baltimore, brought in canisters, in their own liquor, retail at respectable establishments, at 31 1-4 cts. per dozen—stewed 37½ cts.—the condiments included.

The *Pork dealers* are paying $6 per 100 lbs. for hogs weighing from 200 to 300 lbs. each. The number slaughtered will not be as many this season, however, as heretofore. In that of 1834, the quantity thus cured amounted to 6,000,000 pounds, a fourth of which was owned by Mr. Reuben Miller, Jr.—In 1835, there was not exceeding a third of that quantity. This season, the business is confined principally to Mr. Miller and another, and the hogs slaughtered will not exceed 10,000; the amount of Bacon arising from them will not be much over 2,000,000 pounds. Some slaughtered hogs are brought to market, which will serve principally for home consumption. The pork is packed away in bulk, in country salt, brought from the Kiskiminetas river and its tributaries, from 40 to 50 miles distant, by way of the Pennsylvania canal; and although it requires somewhat

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of a larger quantity to preserve it, its flavor is not the less sweet, nor is there less of the essence when brought upon the table. It finds a market in Philadelphia and Baltimore.

In the winter season, when the navigation by steamboats is obstructed by ice, *Stages* are in more request. The avenues through which they must pass, on leaving the city, are over the Allegheny or Monongahela bridges, or in a north-eastern direction by the U. S. Arsenal.—After leaving the city, the stage roads diverge, and passengers are conveyed, I will not say safely, to places indicated by all points of the compass. The roads are—*such as* you may find *them*—for you cannot expect New England roads—and the fare in general averages about 6¼ cents a mile. The stages, which are driven out of the city, are generally better than those the traveller is put into when a change is made; the teams are tolerably good, but progress slower than at the eastward. This practice, however, of keeping the best coaches and teams to drive out of, or into, a city, is not confined to Pittsburgh—it is so every where in the United States, as I have been informed, and I dare say the practice owes its origin to a foreign *stager*.

The roadsted for the steamboats, is along the bank or wharfing, of the Monongahela river, extending from the bridge to the point. The water is of greater depth than in the Allegheny, the warehouses occupying a more elevated position, are not liable to have their contents injured by overflowings—and as the lumber, &c. is brought down the Allegheny, and the formation of the banks better adapted for receiving and yarding it than those of its neighboring stream—besides, on the Allegheny's margin,

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are many steam mills, factories, &c. all these considerations shew how far and in what manner different interests should be divided—and that the present is the most judicious arrangement which could have been made. A dock is constructed near the point, for receiving, examining, and repairing such boats as require that attention.

It would be advisable for persons visiting the western country, via this city, unless they intend making some weeks delay in it, to learn, before leaving their places of residence, that they cannot at all seasons procure passages down the river; for there are periods, beside those of winter, in which steamboats do not ply. Those periods are from about the 15th July to the middle of September, the water then being so low, that not more than 12 or 18 inches are to be found on some of the bars and shoals. There are occasionally exceptions; for there may be *swells*, from rains, immediate or remote, but in general, the fact is as stated. The *icy* season, or closing of the navigation by winter, generally commences about Christmas, and rarely opens again until the latter part of February. The water is about 18 inches higher in winter, during its mean shallow depth, than it is in summer, within the period mentioned.

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LETTER IV.

Pittsburgh continued—Its municipal government—Character of the inhabitants—Observance of the Sabbath—Healthy properties of coal dust—Church yards and irregular order of the graves—Epitaphs—Native Sculptor—Newspapers.

PITTSBURGH, Dec. 15th, 1836.

We have traced the origin and progress of this celebrated spot, from its chaotic state to its formation as a village—its vicisitudes, during infancy, as a *town*—the wonderful exertions and persevering industry of its inhabitants till it became a BOROUGH—and now, with the more pleasure, since it has reached its majority, can we, by developing its resources, see the pretensions it has to the character of a CITY !

I am indebted to the attention of the present efficient Mayor, Doct. Jonas R. M'Clintock, for the following article, politely furnished at my request. It is doubtless as much a source of self-gratulation to that worthy and amiable man, that he is a native of the city over which he has the honor to preside, as it is to its citizens to have the government administered by so enlightened an officer.

"The town of Pittsburgh was first incorporated into a borough, on the 22d day of April, 1794 ; and on the 18th day of March, 1816, was constituted a body politic, by the name and style of "the Mayor, Aldermen and citizens of Pittsburgh "—the citizens whereof are required to meet in January of each year, and elect by ballot *one* person to be a member of the select council for three years, and five persons to be members of the common

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council for one year, from each of the wards into which the city is divided; it being required that the person so elected shall be qualified to serve as members of the house of representatives of the commonwealth.

"The power of the corporation is vested in the select and common council; and all acts passed by them, if published within fifteen, and recorded within thirty days, and that do not conflict with the constitution of Pennsylvania and the United States, are held to be good, and are sustained by our courts. They have all the power within the boundaries of the corporation, that the senate and house of representatives have within the limits of the state.

"The governor of Pennsylvania is charged with the appointment of the Recorder and twelve Aldermen, who shall hold their offices during good behaviour, and shall have severally and respectively all the jurisdictions, powers and authorities of justices of the peace, and justices of oyer and terminer, and jail delivery.

"The Mayor, until within the last *four* years, was elected by the two branches of the city councils, from amongst the board of Aldermen, in conformity with the requirements of the charter; since which time the taxable inhabitants have been privileged to elect him from their own number. Until my election in May last, the people continued the selection of Mayor from the board of Aldermen—immediately after, the state legislature passed an act, defining more particularly the powers and authorities of a citizen Mayor, and giving all the powers of a justice of the peace, except in civil cases.

"The Mayor, Recorder, and Aldermen, or any four of them, (whereof the Mayor, or Recorder, for the time being, shall be one,) shall have full power and authority

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to enquire of, hear, try, &c. all forgeries, &c. &c. committed within the city limits—so far as the city is concerned, *they* have the same powers and authorities, as judges of the court of quarter sessions of the county.

"The Mayor has the appointment of his police, clerks of the markets, and city solicitor; and has under his immediate control the management of the city watch*—draws from the city treasury money on his warrant—has the privilege of sending messages to councils directing their attention to any matters of public interest, but is not clothed with any *veto* power, to check their legislation."

The other subordinate city offices, such as treasurer, various inspectors, &c. are appointed by the councils.

"The inhabitants of Pittsburgh, besides the native Americans, are a mixture of English, Scotch, German, French, Swiss and Irish—many of the foreigners are artizans and mechanics. There are not many people of color, and those who are deport themselves generally with prudence. The character of the people is that of enterprizing and persevering industry—every man to his business is the prevailing maxim: there is, therefore, little time devoted to amusements or the cultivation of refined social pleasures. Strangers are not much pleased with the place in point of hospitality merely; but those who have business to transact, meet with as many facilities as elsewhere. Great harmony subsists among all classes;

*An old respectable Pittsburgher, to whom I was reading this communication of the Mayor's, observed, when I reached this point, that it was to be regretted the Mayor had not the control of the city clock also, for then it would keep better time and strike louder.

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and with every denomination of christians, there is a strict devotion to religious duties, and but few instances of gross vices or dissipation are heard of."—*Cramer.*

The Sabbath is almost literally, as far as I can learn, kept "holy"—and this circumstance appears the more remarkable, from the mixed character of the population. But the principles of the Trades' Union have not yet crossed the mountains, to taint and poison the minds of this virtuous people; and so long as their intercourse is confined within the sphere of their business, they never will. I know not what relaxation there may be in the moral habits of the younger portion of the population in the more genial seasons of spring and summer; but Sunday school teaching with some, and church going with all, is the fashionable application of their time at this season.

Among all the other privileges with which the inhabitants of Pittsburgh are blessed, is that of good health. The winds from the mountain and hill tops are pure and refreshing, and calculated to impart a freshness to animal as well as vegetable creation. And to a question, put a few days since to an eminent physician, "if the soot and coal dust did not injure the lungs, where so much was inhaled?" "No, sir, (said the doctor,) they only go throat-deep, and are discharged again by saliva. Fire and smoke correct atmospheric impurities. Are we not all healthy? There are only fourteen physicians in the place; and where is there one who is rich?"

There is no bill of mortality published, nor could I learn that any *account* of the dead was taken. I accordingly visited some of the cemeteries, not knowing

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but something might be learned "from the tombs;" and that "young children too might die."

On entering the church yard, in Sixth street, I was forcibly struck with the singular *order* in which the sepultures for the dead were arranged—some at "heads and points," if I may be allowed the privilege of making *light* comparisons with *grave subjects*—and others, as a seaman would say, "*athwart-hawse.*" There was not a living person present to answer why there was not more regard had to order in putting away the dead, had the question been asked; so I could only account for it by supposing, that the sexton, at each time, on opening a new grave, being permitted to exercise his own judgment, dug it in a line with the *street* which first met his eye, as he let fall the uplifted pickaxe, to remove the first clod.—The slabs appeared older than their inscriptions seemed to indicate, and, from the dilapidation of many of the tombs, I supposed the deposites to have been the first in the city. I could decypher the epitaph, however, of only one octogenarian—George McGunnegle, died in 1821, aged 85. There reposed, however, the remains of Capt. Nathaniel Irish, a revolutionary officer, born in 1737, died in 1816—Capt. Richard Mathers, of the Royal Grenadiers, born in Westchester, (Eng.,) and died at Fort Pitt, 1762—and as many others as to show, that also in this region "Death was no respecter of persons."

In the yard in which is situate the Presbyterian church, on Wood street, is the grave of the celebrated Indian chief, Redpole, well known, in early days, to the pioneers of the west. His epitaph, as chiselled on his headstone—the words in open order, as usual—gives his cha-

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racter: *Mio-qua-coo-na-caw, or* RED POLE, *principal village-chief of the Shawanee Nation, died at Pittsburgh, 28th January, 1797—Lamented by the United States.*"

Ideas sometimes become associated, by reason of certain mediums, although of themselves they have no bearing upon, nor are they of affinity to, each other.—"A Mr. Wallace sculptured some of these stones—he has a son who manufactures buhr mill-stones—I have understood that he is a second *Thom*, and will pay him a visit"—thought I—and I accordingly made a call. I found Mr. Wallace in his shop; and, on expressing a desire to look at some figures, the product of his chisel, which I was informed he sometimes gratified the curious with a sight of, I was invited into his house;—and on a table, in the parlor, the first object which met my eye, was the bust of SHAKSPEARE! There was no mistaking it—the features, costume, mustaches—all—all were the bard's. This was only one of four which this self-taught artist had executed; two of the others being of Washington and Franklin, and the third a miniature one of Napoleon—the three latter he had disposed of, at such inconsiderable prices, I should infer was his meaning, as were far below what he thought his time and talents merited. The materials were of fine free stone, of a dead lead color, and were quarried from a hill within a short distance of his house. Mr. Wallace is about 25 years of age, five feet ten or eleven inches high, ruddy complexion, high forehead, and sandy or reddish hair.—He is a native of this city, but his parents are Scotch; he insists, however, that every particle of his composition is American. He purposes executing a groupe,

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during the winter, of the heads of the different ex-Presidents of the United States.

There are *thirteen papers* published here at this time, two of which are daily, two others purpose to be, and the remainder are hebdomadals. The "Pittsburgh Gazette" is the elder, and was established by John Scull and Joseph Hall, the first number bearing date July 26th, 1786. I particularly examined the file of those early numbers, and in a hurried range with my mental eye, looked at Pittsburgh *then* and *now!* The sheets of the Gazette were of a demy size,* with three columns of small pica and long primer on a page—the "subscription, 17*s*6 per annum." "Advertisements of a square, inserted three times for a dollar, and a quarter of a dollar for each continuance." This was the first paper established on the western side of the Allegheny mountains. The present proprietors are Messrs. Craig and Grant."

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*Had the "GAZETTE" continued to increase in size, since its establishment, in proportion as Pittsburgh, it would at this time have exceeded, in that respect, any paper of the "AGE."

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LETTER V.

Pittsburgh continued—Statistics of 1836—Steam boat building—Rolling Mills—Iron Foundries—Flint Glass—Window Glass and Hollow Ware—Cotton Factories—Rope Walks—Paper Mills—Chemical Factories and White Lead Works—Linseed Oil—Plough making—Mechanics generally—Commerce—Miscellaneous—Cards of Address of Merchants and Manufacturers.

PITTSBURGH, Dec. 19th, 1836.

I have deferred, until near the termination of my sojourn here, to say any thing particularly on the subject of *Manufactures*, at least to show the amount of their productive value. I design to do so in this communication, so far as my data will permit, as well as to append to it the *Cards of Address* of such merchants and manufacturers, of known respectability, (and I have not received the cards of any others,) as have authorised me to do so.

In a previous letter, mention is made of this having, at one period, been a place of ship-building; and that, in due course of time, and to keep pace with the improvements of the age, to which steam boats have contributed not a little, those engaged in that species of enterprize, or others who succeeded them, abandoned the vocation of building and sending ships down the rivers, and invested their funds in steam boat stock, or applied their hands to the construction and building of those vessels. As has been before stated, the first on the western waters was built here, and launched in 1811.—Since that period, after the lapse of some two or three years, with a view of ascertaining how far the new en-

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terprize might be profitable, the business of steam boat building was entered into, and for the last twelve or fifteen years, the numbers built and finished on those waters have amounted to some hundreds. I am in possession of their names, but the list would little more than serve to gratify an idle curiosity—in another place, I will furnish a list of such as are at present on the western waters, and in good repute.

The number enrolled and licensed, at this port, during the present year, (politely furnished by the surveyor, J. Clark, Esq.,) is 64—their burthen, by custom house measurement, exceeding, by a fraction, 8,000 tons—averaging 125 tons each boat—the total value of which may be set down at about $960,240—averaging about $15,000, the cost of each boat. This number does not embrace all which have been *launched;* for there are at this time some 8 or 10 along side of the wharf, in company with those laid up for winter, which are in considerable forwardness towards completion: among those are the Paris, the Ariel, Asia, Kansas, and some others, all of the larger class of boats, and designed as well for the Mississippi as the Ohio waters. But by far the largest boat on the western waters, now launched, in great forwardness, and designed for the spring trade, is the St. Louis. She is expected to measure nearly 600 tons, custom house measurement, and to carry upwards of 1,000 tons of merchandize.

There are 31 steam boats, at this time, along side of the Monongahela's bank, including the new ones, and one on the opposite side of the river.

The ceremony of the river putting on its winter garment, occasioned great bustle ashore. The interlocking of

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drays—boxes and barrels tumbling and rolling in all directions—passengers hastening down the declivity—steam boats swinging and canting to accommodate their *neighbors*, puffing, incessantly, in various directions, which, were an "old sea dog" to have heard, without having been previously informed, would induce him to believe he was in a *shoal* of whales or porpoises. However, the navigation has closed, and an icy barrier separates those in *ordinary* from those in *commission*.

I will now state, from the best data in my possession, something in reference to *Manufactures in Iron;* and first of the *Rolling Mills*, of which there are at present in operation, *nine*—another is being erected, which will go into operation next spring. The nine in question, owned by, viz: Messrs. Leonard, Semple & Co.; G. & J.H. Shoenberger & Co.; Lyon, Shorb & Co.; Miltenbergers & Brown; Smith, Royer & Co; Bissell & Co.; Beeler & Co.; H. S. Spang & Son; and Lippincott & Brothers, consume annually about 2,000,000 bushels of bituminous coal, which, by the aid of about 1,000 hands, convert 20,000 tons of iron blooms, and 8,000 tons of pig metal into bar and sheet iron, steel, nails, spikes, saws, spades, hoes, wire, &c.; the productive value of which may be set down at $4,160,000.

It may be a source of interest, as well as amusement, to know something of the minutia of operation in some of the foregoing establishments.

At the *Kensington Iron Works* and Wire and Nail Factories of Messrs. Leonard, Semple & Co. 2,500 tons pig metal and 500 tons blooms are used annually, and 250,000 bushels of coal and coke; employment is given during the same time to 170 hands. There are in opera-

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tion two engines, the larger of 180 horse power, which propels a set of large rolls, making all kinds of round, square and flat iron; a set of small rolls, for rolling all sizes small round, and square and hoop iron; a pair of nobbling rolls; and two sets plain rolls for rolling boiler and sheet iron—besides the blast for refining metal—The smaller is of 60 horse power, for propelling a set of small rolls for rolling wire rods and other small sizes of iron; ten nail machines; and the necessary machinery for drawing sixty tons wire annually, of all descriptions. Twenty hands are employed in the wire and nail factories.

At the *Pennsylvania Rolling Mill* of Messrs. Miltenberger & Brown, situated at the corner of Wayne street and Duquesne way, 3500 tons pig metal are annually converted into iron, and 1500 tons Juniata blooms into nails; it gives employment at the same time to 110 hands; consumes daily 1,000 bushels coal and coke; has in use two steam engines, one of 180 horse power and the other of 80, which give motion to 15 nail machines, 1 pair nobbling rolls; 1 do. smooth rolls; 1 do. bar rolls; 1 do. chill'd rolls; 1 do. roughing rolls; 1 set small rolls; 3 pair shears; and 1 cylinder blast.

The *Juniata Iron Works* of Messrs. G. & J. H. Shoenberger & Co. are situated in the Northern Liberties, at which are annually manufactured about 4,000 tons of best Juniata blooms into the following kinds of iron, nails and steel, viz: 600 tons small round, square, flat and hoop iron; 600 tons boiler, fire bed and sheet iron; 600 tons nails and spikes of all sizes; 200 tons blister steel; and 2,000 tons bar, round and square iron of all sizes. One engine of 120 horse power and another of 60, are

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kept in operation—180,000 bushels coal are annually consumed; and employment given to from 80 to 100 hands.

The *Sligo Works* and Rolling Mill of Messrs. Lyon, Shorb & Co. are on the south side of the Monongahela river, opposite Market street, and give employment to 90 operatives, consume annually 220,000 bushels of coal, and manufacture 4,000 tons of iron and nails.

At Messrs. Lippincott & Brothers' *Rolling Mill* are annually used 800 tons blooms, 75,000 bushels coal, and employment given to 50 hands. The manufactures consist of 15,000 kegs nails; 200 dozen mill and cross-cut saws; 800 do. steel hoes; 3,000 do. shovels and spades; and 500 do. steel hay and manure forks.

The *Iron Foundries, Steam Engine Factories,* and *Machine Shops,* are eighteen in number, two only of the latter that are not immediately connected with, or appended to, the former. These establishments consume annually upwards of 500,000 bushels coal and coke, give employment at the same time to upwards of 1000 hands, convert from 10,000 to 12,000 tons of pig metal into various descriptions of castings, from a cannon, through mill-gearing, down to a butt-hinge; and manufacture upwards of 3000 tons of bar iron into boilers, and divers other articles of machinery, the productive value of which may be estimated at $2,130,000.

The following particulars, in reference to the operations in a few of the establishments, will give an idea of the business transacted in all.

The *Penn Foundry* and *Steam Engine Factory* of Messrs. M'Clurg, Wade & Co. is situate at the corner of O'Hara and Water streets, in the Northern Liberties, and is the only foundry to the west of the Allegheny, at

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which locomotive steam engines, heavy cannon and field artillery, are made. Besides these, however, there are manufactured rail-road cars and rail-road machinery of all kinds; engines for steamboats, mills, and manufactories; gun carriages, cannon balls, shells, grape and cannister shot; and castings and mill machinery.—The establishment has in operation three steam engines, of ten, thirty, and thirty-five horse power; gives constant employment to 290 workmen; consumes annually 75,000 bushels of coal, uses 1600 tons of pig metal, 150 tons of bar iron, and 20 tons of steel.

Mr. John Arthurs, of the firm of Arthurs, Stewart & Co. at their *Foundry*, corner of 2d and Short streets, built, this present year, fifteen steam engines and forty-four boilers, for the following boats, viz: Sandusky, Tremont, Prairie, Savannah, Havana, New Lisbon, Newark, Lily, Rochester, Gen. Wayne, Pavilion, Masillon, Columbian, Oceola, and London—has 74 men employed, consumes annually 25,000 bushels coal, and uses from 3 to 400 tons pig metal within the same period. Engines, only, are manufactured at this foundry.

The *Eagle Foundry*, owned by Messrs. Arthurs Nicholson & Co. (the senior of the firm being the gentleman named above,) is situated at Kensington, a short distance up the Monongahela river, near the Gas house. It consumes annually 65,000 bushels of coal, uses from 1200 to 1500 tons of pig iron, and employs about 56 operatives. The castings are various; the warehouse, at which they are sold, is on Liberty street, head of Wood street.

Messrs. Bemis & Co. made within the present year, 26 steam engines, four of which were for boats, all the

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others for land, and were of various capacities as to power, the cylinders measuring from 5 to 24 inches in diameter, and having from 21 inches to 5 feet stroke. Besides which they manufactured within the same time, 6 planeing machines, 2 condensers, 1 carding machine, 1 jack of 120 spindles, 1 hemp picker, 1 wool ditto, 1 satinett loom, 2 framing machines, &c. all amounting in value to about $60,000. This establishment has one engine to drive lathes, which consumes about 15 bushels coal daily, and employs from 50 to 60 hands. It is to be removed to St. Louis the ensuing spring.

Messrs. Stackhouse & Tomlinson, are *Steam Engine builders*, and from the 25th May, 1835, to the same period, 1836, built 10 engines and 34 boilers for the following boats, (the number of boilers corresponding to each) viz: Coquett, 2 boilers; Quincy, 3; St. Peters, 3; Oswego, 3; Pittsburgh, 4; Kentucky, 3; Pawnee, 4; United States, 7; Pioneer, 3; Troy, 2—total number of engines, 10—total number of boilers, 34. The steamboats Columbus, Huntress, Choctaw, Olive Branch, John T. Lamar, Galena, Potosi, Wisconsin, Chian, George Collier, Vermont, Gipsey, Camden, and Rienzi, were all furnished with their engines from this establishment. About 15,600 bushels of coal are annually consumed, 250 tons pig metal used in the foundry, and 50 operatives in constant employment.

One other Steam Engine establishment, that of Messrs. Warden & Benney, as its operations have been somewhat more varied, its details will perhaps be the more interesting, and therefore in that form are given. This establishment manufactured the present year, fifteen engines for steamboats, and eighty boilers—three of the

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boilers were each 18 feet in length, all the others from 20 to 25 feet each—one of the boilers was only 20 inches in diameter, 2 of 34 each, and all the others 38, 40 and 42 each. Five of those engines and 32 of the boilers, one of which was a 25 inch cylinder and 7 feet stroke, were transported by wagons, each wagon drawn by six horses, to Cleveland (135 miles) and to Erie, (125 miles) for the Clinton, and other boats, on Lake Erie, of the Troy and Erie line. This establishment gives employment annually, to about 70 operatives; consumes in the same time about 30,000 bushels coal; and uses about 400 tons pig, and 200 tons bar iron—pays weekly, for wages, $500. The amount of work executed this year, exceeded $140,000.

Messrs. Freeman & Miller employ about 25 hands.—Their operations are confined altogether to castings for steam engines, stoves, grates, and all kinds of heavy work; for this purpose about 600 tons pig metal are annually used, and 60 bushels of coal, per day, consumed.

The *Pittsburgh Foundry*, situate on the corner of 5th and Smithfield streets, and owned by Messrs. Kingsland & Lightner, converts annually about 1,000 tons metal into castings for rolling-mills, engines, stoves, ploughs, &c.—consumes in the same time about 18,000 bushels of coal, and from 12 to 13,000 bushels of coke—and employs between 60 and 70 hands. Sales are chiefly in the Western market.

At all of the above establishments, and other similar ones, as far as I could learn, an eye is particularly had by the proprietors to the conduct of the employed.—Nothing like intoxication is permitted, nor quarrelling, or "skulking." In the event of such being the case, the

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parties are immediately discharged. The time of commencing and terminating work for the day, is understood by all parties, and submitted to cheerfully. The use of ardent spirits is interdicted—and the only "*striking for wages,*" is striking of the right kind, *lawfully*, with the hammer. Wages range from $9 to $10 per week, and a good moulder sometimes gets 11 or $12. Board is $2.50 per week. Laborers get from 75 cents to a dollar a day.

The manfacture of *Flint Glass* is prosecuted here to a greater extent, than in any other city in the United States. It was in 1812, and here, where the first manufactory, of any consequence, was carried into operation. Col. O'Hara, in 1798, established the first window glass works, and in 1814, there were five glass houses, three for green and two for white, in full blast. Flint and green glass were made at that time in great perfection, and the style of the cutting and engraving were not surpassed in Europe. The furniture of the apothecaries' shops, was then as it has continued ever since, the manufacture of the place.

The materials which enter into the composition of flint glass, are not all to be procured in this vicinity, but are brought, many of them, from thirty to an hundred miles distant. Many of the mechanics are Europeans, who have great experience. They were sent for expressly by the enterprising proprietors, who pay them high wages, with a view that the article which passes through their hands, shall fully compare, *in any respect*, with the best article of the kind in this or any other country. The various productions of those establishments, which are to be met with at the warehouses of the proprietors, (and I presume all through the country,) are evidences that they

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have fully carried their purposes into effect. The works in operation at this time are those belonging to Messrs. Bakewells & Co.; Robinson, Anderson & Co.; Curling, Robinson & Co.; Park & Campbell; O'Leary, Mulvany & Co.; and Whitehead, Ihmsens & Phillips.

The above establishments as arranged, (as a note informs,) according to their seniority in business, conconsume annually 310,000 bushels of coal; employ 440 hands, and their annual productive value may be estimated, as will hereafter in part be shown, at about $560,000.

Messrs. Robinson, Anderson & Co. of the *Stourbridge Flint Glass Works*, at Kensington, near the city line, immediately opposite the Gas house, have a furnace with 11 pots; employ 65 men and boys; consume annually 50,000 bushels of coal; and keep in operation a steam engine of 10 horse power, for the cutting of glass and grinding materials. They estimate their works as capable of producing, per annum, $90,000 worth of glassware.

The *Pennsylvania Flint* and *Black Glass Factories*, and *Birmingham Vial* and *Window Glass Factories*, belonging to Messrs. Whitehead, Ihmsens & Phillips, and C. Ihmsen & Co. "comprise four of the largest glass factories in the country, and are located in Birmingham, one mile from the city of Pittsburgh, on the opposite side of the Monongahela river. A covered bridge and M'Adamised turnpike connect it with the city. The *Flint* glass house has in operation 1 steam engine, of 15 horse power, and 5 horses; consumes annually 60,000 bushels coal; employs 4 principals, 2 book-keepers, 3 clerks, 2 engravers, 3 mould makers, 2 pot makers, 12

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blowers, 36 assistants, 15 glass cutters, and about 35 packers, laborers, &c. The productions are cut, plain and pressed Flint glass ware, worth about 100,000 to $120,000 per annum.

"The *Black Bottle Factory*, for the manufacture of Champaigne, Claret, Wine, Porter, and other bottles, Demijohns, Carboys, and Druggists' ware generally, is the only one of the kind in the western country, and bids fair to reward the enterprize of the proprietors.—Here are employed 12 blowers, (who were all brought from the celebrated black bottle factories in Bristol, England,) and about 20 other hands. The weekly product is about 1,600 dozen bottles of various kinds, and the annual consumption of coal about 50,000 bushels.—Productive value $60,000.

"At the *Vial Factory* are manufactured annually 112,600 groce of vials, assorted sizes, from 1-2 drachm to 16 oz., and 60 groce of flasks, oil bottles, and hollow ware. The consumption is 25,000 bushels coal, and 350 cords of wood, annually—and 14 blowers, 8 assistants, and 10 other hands are employed. Amount of manufactures, $38,500.

"The *Window Glass Factory* manufactures annually 5,500 boxes first quality window glass, of sizes ranging from 6 by 8 to 24 by 30;—some of the glass made at this factory, is very little inferior to the best crown glass. It consumes annually 50,000 bushels coal and 200 cords of wood—and gives employment to 8 blowers, 8 assistants, and 10 others. Product of this establishment, $38,500."

The preceding statement was furnished by the enterprizing proprietors, at my request, and its details may

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be interesting. Believing that such will be the case, they are given.

The communication which follows, is in accordance, as it purports to be, with a request made of the gentlemen of the very respectable house of Bakewells & Co. to favor me with such statistical matter, in reference to the operations of their establishment, as they might deem expedient, without in any measure compromitting their interests. I stated to them my object. In due time a letter was addressed; and, although I might otherwise introduce the matter, yet I can perceive no impropriety in giving it in its original form:

"PITTSBURGH, 17th Dec., 1836.

"Mr. Lyford,

"*Sir*—In conformity with your request for some information respecting the rise and progress of our Establishment, for the Manufacture of Flint-Glass, we would briefly observe, that it is the oldest of the kind now extant in the United States.—That at its commencement we had the proper materials to discover—workmen in every branch to seek, or make; and many other difficulties, (necessarily attendant upon a new business) to encounter, which nothing but the most persevering industry could overcome.

"We have pursued the business in this city for nearly thirty years—have had the honor of making sets of glass for two Presidents of the United States—of making a set of splendid vases of cut glass, to adorn the saloon of General LA FAYETTE, at La Grange —of having received the silver medal, awarded by the Franklin Institute, for the best specimen of cut glass—and, above all, of possessing, as we flatter ourselves, the confidence of our numerous western friends, for punctuality and fidelity in the execution of their orders, to a degree not exceeded by any others.

"Our Furnace was built in 1829, and has ever since been in blast, excepting an interval of five weeks, last summer, whilst undergoing some repairs; and, from present appearances, it may last seven years more.

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"Believing that from the length of time our establishment has been known, further particulars are unnecessary,

"We remain, sir,

"Yours, respectfully,,

"BAKEWELLS & CO."

Of the other *Glass* establishments, whereat are manufactured *Window* and *Hollow Ware*, beside those enumerated above, there are probably two or three, of which I can learn nothing, except that their operations are not very extensive. There are three or four in Birmingham, at which are consumed annually 65,000 bushels coal, and employment given to 160 hands—their productive value amounts to $500,500; which sum, added to the yield of the establishment of Messrs. Whitehead, Ihmsens and Phillips, makes the amount to be $637,500.—The result of *all* may therefore be estimated at 300,000 bushels of coal consumed annually; 420 hands employed; and for the non-enumerated, (one of which is Mr. W. M'Cully, whose *Card* will be found among others of this city,) assuming the sum at $62,500, and the total product will be $700,000.

Six *Cotton Factories* comprise all that are doing business at this time—it is expected more will go into operation in the spring. Those, at present, are entitled the Pittsburgh Cotton Factory, Eagle Cotton Works, Hope Factory, Phœnix Cotton Factory, Union Cotton Factory, and Globe Factory. Their total amount of spindles is 28,900; number of operatives 1,030; about 2,100,000 pounds cotton are annually converted into 1,032,000 yards brown shirtings, &c., and into yarns from Nos. 5 to 24—and 224,000 bushels coal are consumed in the same time. The productive value of these establishments may be estimated at something like $500,000.

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The Pittsburgh factory is owned by Messrs. Blackstock, Bell & Co., which operates 72 power looms—and the Phœnix, by Messrs. Adams, Allen & Co., which has 76. The others, the Eagle for instance, owned by Messrs Arbuckles & Avery, are confined altogether to spinning; the Union, belonging to Mr. Geo. Beale, to fine numbers only.

There are two *Rope Walks* within the vicinity of the city; the principal one is owned by Messrs. John Irwin & Son, and located in Alleghenytown; the other by Messrs. Smith & Guthrie, situate near the United States' Arsenal, and but recently gone into operation. Mr. Irwin, who is a native of Pittsburgh, and has always resided in it, has been established in the rope making business 35 years; and now, in connexion with his son, carries it on more extensively, having in operation a steam engine, and uses the patent machinery. They manufacture about a ton of hemp per day, consume 20 bushels of coal in the same time, employ about 50 men and boys, and make about $80,000 worth of cordage a year. The hemp is mostly Russian or Manilla.

The Walk of Messrs. Smith & Guthrie is not exceeded in size, and capacity for performance, by any other establishment of the kind in the western country; and the cordage already manufactured, is an evidence of its good quality in every respect.

There are not as many *Paper Mills* in this vicinity as formerly—the cause I have not understood, but should be inclined to think that the coal particles and soot would injure the *appearance*, at least, of the paper. A Mr. Cramer, as I have been informed, owned, at an early day, a paper mill here—in the year 1800 he could only

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collect 260 pounds of rags for it—in 1813 he collected 70,000 pounds. Mr. G. W. Holdship, and Messrs. Patterson, Forrester & Co. are engaged in manufacturing paper; but their mills do not come within the vicinity of the city so far as to be incorporated with its statistics.

Union paper mill, which is situated about two miles down the Ohio river, is the only establishment of the kind nearer than Beaver.* At this mill 30 hands are annually employed—26,700 bushels coal consumed—and the value of the paper manufactured each year is generally about $20,000.

The *Pittsburgh Chemical Manufactory* is situated on the south side of the Ohio, about one mile below the city, established by Messrs. *Shinn, Sellers & McGill.* The main building, which is of brick, is 193 feet in length, by 30 in breadth, and two stories high. This establishment has been only a short time in operation, but it is the design of the proprietors to manufacture all the chemicals, which may be made in this country to advantage; they have already one *Leaden Chamber* for the manufacture of oil of vitriol, 30 feet long by 20 wide, and 12 high, and a steam engine for grinding and pulverizing—connected with which is a *dye-wood cutter*, capable of chipping from two and a half to three tons per diem—

*I intended to have visited this interesting and growing village, but circumstances prevented. From good authority, it bids fair to become a great manufacturing place. The land around it is fertile, water privileges great, (the aggregate fall in five miles being 69 feet, sufficient for 500 mills; and iron ore, coal, timber, &c., in great abundance within a short distance. It contains about 1,500 inhabitants, is in the centre of Beaver county, on the river of the same name, at its conflux with the Ohio, and 28 miles below Pittsburgh.

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and also an *Oil mill*, the press of which is constructed upon the hydraulic principle. The distillations and evaporations are carried on principally by steam heat, and thus is obviated, in a great measure, the danger of explosions, from a contact of combustible vapors with the naked fires, the stills being separated by a brick wall from the apartment in which the steam is generated.

The *White Lead* manufactories, beside the foregoing, are seven; those of Messrs. Avery, Ogden & Co.; Madeira & Aston, H. Brunot, and Gregg & Hagner, (that of the latter producing $31,200,) are extensively engaged in business, and furnish very generally, the western and south western markets. Total amount estimated at $241,200.

There are also one or two other *Linseed Oil* manufactories, (besides that of Messrs. Shinn, Sellers & McGill,) owned by Messrs. T. Hays & Co. which manufacture annually about 12,000 bushels flaxseed—productive value estimated at $50,000.

There are two *Plough manufactories*, which operate largely, by steam power. At that owned by Messrs. C. & O. O. Evans are annually prepared for breaking up, or fallowing, as well as for lighter ploughing, 4,000 ploughs—and at another establishment, (Hall's, below Allegheny-town,) 100 are made daily; making the aggregate of the two, for a year, about 34,000. Cultivators, and many other implements of husbandry, are also manufactured at both establishments; but the ploughs from the latter are generally designed more for lands on the lower Mississippi, or for cotton lands there or elsewhere, than for lands of a more tenacious soil. In the

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absence of better testimony the amount of the aforesaid manufactures may be computed at $174,000.

Two or three *Brass* and *Lead pipe foundries*, are also in operation—besides establishments for planeing, wire-drawing, cracker-making, brewing, grinding bark, turning, &c. all of which are by the power of steam.

The number of *Steam Engines*, in operation, is probably not known correctly by any individual; but those who are considered the better informed on such subjects concur in the opinion, that there are about one hundred and twenty-five!

The number of *Smitheries* is prodigious—in one shop are sixteen forges.

Of the mechanics who manufacture articles of *trade*, there are 7 Stone cutting establishments, and 2 Buhr-Millstone manufactories—10 Tanneries—5 Breweries—7 Tobacconists—besides Copper and Tin plate-workers, Saddlers and Saddle tree-makers, Brush makers, Cabinet and Chair-makers, Tallow chandlers and Soap-boilers, Screw and Lock manufacturers, Hatters, Boot and Shoe-makers, Tailors, Printers and Book-binders, Painters and Glaziers, Upholsterers, &c. with many others usually found in large business cities. I have found it difficult, however, to collect such information, as I am desirous of possessing in reference to the productive value of the business generally, of those whom I have here named, and must consequently forego any estimate on the subject, farther than what I can come at by *comparison*, and such opinions as a few observing men have expressed, the result of which is about $6,000,000.

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The sum total, therefore, of the productive value of mechanical labor, taken in connexion with the value of the raw material, of this city, for the year 1836, is as follows, viz:

Steamboats, cost of, . . .	$960,000
Rolling Mills, proceeds of, . .	4,160,000
Iron Foundries and Engine and Machine shops, proceeds of . .	2,130,000
Flint Glass Works, proceeds of .	560,000
Window Glass and Hollow Ware, value of	700,000
Cotton Factories, proceeds of . .	500,000
Rope Walk, proceeds of . . .	80,000
Paper Mill, proceeds of . . .	20,000
Chemical Factories and Lead Works, proceeds of	241,000
Linseed Oil, value of . . .	50,000
Ploughs, value of . . .	174,000
All other manufactures, . . .	6,000,000
Total amount,	$15,575,440

In the foregoing establishments, including the Water Works, the quantity of coal consumed, it will be perceived, amounts this year, to 3,512,100 bushels. This is distinct from that used in the other factories and workshops to which I have merely referred as *existing*:—neither is reference had to the quantity consumed on board of steamboats; or to that consumed for domestic purposes; such as warming of rooms in winter, and for the purpose of cooking, at all seasons:—the quantity, therefore, used "in the other factories and workshops," can be ascertained only, with any degree of correctness, by the rule of proportion: and by *working the question*,

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the result will be found to exceed 2,200,000 bushels; which, added to the ascertained sum, will swell it to 5,712,000.

In a population of 30,000, or upwards, there are probably from 4,500 to 5,000 families; and, as many of them are engaged in keeping hotels, boarding houses, restaurats, &c. by estimating the annual consumption of coal therefore for *domestic* purposes, apportioning to each family, on an average, 382 bushels, which is only a fraction over a bushel a day; the allowance, I think, is full small—nevertheless, the amount is 2,000,000 bushels.

All the steamboats, on leaving the port, have as much coal on board as they can receive without *incommoding* freight or passengers. Assuming the fact, that there are 180 days in the year in which two boats depart, and that each one averages 150 bushels, taken on board, the number thus consumed is 52,000 bushels.

The quantity annually exported, must also be estimated, by comparison—and as 328,500 bushels were floated down the river in *one* fleet of 73 flat boats, it would not be presuming too much, perhaps, to estimate *one boat for every two days*, on an average, through the year—and estimating the average by the quantity admitted in the former instance, and the number of bushels exported will be 810,000.

The aggregate of coal, according to the foregoing calculations, annually consumed in Pittsburgh for all purposes, including the quantity exported, may therefore be set down at 8,550,000 bushels—which, at 4 1-2 cts. (last summer's price) per bushel, the amount is $384,750.

The question, by this time, is perhaps secretly asked, "where are all the *men* who quarry this coal, and

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where are the *teams* to haul it?" There is no great difficulty in answering these two questions: the men and teams are here. The quantity of coal daily (task) quarried and passed out of the *drift*, is 100 bushels for each man —this is understood and performed—consequently, it requires only 285 men to overcome this objection: and as it regards the *teams*—it has been before stated, that much of the coal is quarried from hills, which form the banks of rivers, along side of which boats are placed, and the coal is precipitated into them—it is not unlikely that a quarter, or a third, of the above quantity, is conveyed to its place of designation in this way: from many of the openings or *drifts*, are *rail roads*, (one on the back of Coal hill is 2 1-2 miles long,) on which the coal is conveyed to the boats or wagons—and 20 teams of 120 horses, will haul 1,440,000 bushels in a year: this is another fact which can be established by usage, from the period that constant hauling was established as a business. It is therefore only necessary to increase the number of boats or teams, (you now know to what extent,) and the year's business is done *within the year.*

Total number of hands employed in the Rolling Mills, Foundries, Glass Works, Cotton Factories, Rope Walk and Paper Mills, is 2,940.

The amount of sales of dry goods, groceries, drugs, hard ware, china and other articles coming under the head of foreign merchandize, or merchandize not manufactured in Pittsburgh, I have no data on which to form an opinion—so with the commissions on sales at auction, and those charged by commission and forwarding merchants. In a weekly journal published here, in the form of a prices current, conducted by Mr. Isaac Harris, a

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writer who writes in mercantile language, asserts, that "the manufactures and mechanical products, and sales of all kinds, foreign and domestic, may be estimated at from twenty to twenty-five millions of dollars" the present year.

Amount of tolls received on the whole of the Pennsylvania canal, from Nov. 1, to Oct. 18, 1836—1 year less 12 days—$825,534 35. How far Pittsburgh participates in this, I know not; but merely give it as an article of news.

From the 1st April to 1st Oct. last, the following articles were exported from this place east on the canal, viz: Bacon, 3,619,068 lbs.; Lard, 210,455 do.; Flour, 39,578 bbls.; Feathers, 49,875 lbs.; Deer Skins, 85,472 do.; Tobacco, 4,144,255 do.; Wool, 816,177 do.

The amount in bulk of various articles of Merchandize, sent from this city down the Ohio, or brought to it, during the year, is estimated at 146,400 tons. The tonnage of the various steamboats, subject to wharfage for the same time, amounted, during the same period, to 74,734 tons.

The amount of *Lumber* from the Allegheny river, last year, measured here, was near 9,000,000 feet—this year it amounted to only 7,028,814 feet. [Peck says, 30,000,000 feet are brought down the Allegheny annually, and sent down the Ohio.]

In 1834, there were 24,381 bbls. of *Salt*, of all kinds, inspected—last year, 18,273 bbls—and this year, 17,460 bbls of all kinds—all domestic.

Flour, Butter, &c., and other articles of provisions, are not subject to inspection—Liquors are.

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ALEX'R M'DONALD,

AUCTIONEER

AND

Commission Merchant,

City Auction Store,

No. 101, WOOD STREET, Pittsburgh,

Will receive all kinds of GOODS, for either Public or Private Sale, on which *liberal advances will be made.*—He will also attend to the purchase and sale of Real Estate.

☞Days of Sale—Every Tuesday and Friday—also, every night.

JOHN M'FADEN,

AUCTIONEER

AND COMMISSION MERCHANT,

Corner of Market and Second streets,

PITTSBURGH,

Will attend to sales of all kinds of GOODS, Household Furniture, Real Estate, Books, &c., &c., and will make liberal advances on consignments.

Having a large and commodious Warehouse, he is prepared to receive all kinds of merchandize for either public or private sale.

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JOHNSTON & STOCKTON,

BOOKSELLERS,

Printers, Binders, and

PAPER MANUFACTURERS,

No. 37, Market street, Pittsburgh.

JOHN I. KAY & CO.,

Publishers, Booksellers & Stationers,

Corner of Wood and Third streets,

Opposite Pittsburgh Hotel, Pittsburgh.

All the new publications for sale as soon as issued.
A general assortment of School and College Books, in various languages. Legers, Journals, and other Blank Books of all kinds.
Country Merchants, Teachers, Library Companies, and Professional Gentlemen, supplied on the best terms.
☞Orders by letter promply and faithfully attended to.

Luke Loomis,

Printer, Publisher, Bookseller &

BINDER,

No. 92, Wood Street, Pittsburgh,

Has always on hand a general assortment of

SCHOOL BOOKS, BLANK BOOKS & STATIONERY.

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Patterson, Forrester & Co.
No. 64, *Wood Street*, and
Patterson, Ingram & Co.
No. 78, Market street, Pittsburgh,
Booksellers, Stationers, and
PAPER MANUFACTURERS.

ALBREE & CHILDS,
Wholesale Shoe & Leather Store,
No. 91, Wood street, Pittsburgh.
John Albree,
Harvey Childs.

CHILDS & NESMITH,
Wholesale Dealers in Boots & Shoes,
Palm Leaf Hats, and
LEGHORN AND STRAW BONNETS,
No. 109, Wood street,
Between Fifth st. and Diamond alley, Pittsburgh.
Asa P. Childs,
Alfred Nesmith.

ALLEN & GRANT,
Commission Merchants,
Front street, Pittsburgh.
Michael Allen,
Geo. Grant.

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JAMES W. BURBRIDGE & CO.,

Wholesale Grocers and

Forwarding & Commission Merchants,

No. 75, Second street, Pittsburgh.

Lyon, Shorb & Co.
J. W. Burbridge.

A. G. CATLETT & CO.

No. 41, Wood street, Pittsburgh,

AND

Catlett & Heaton,

Wellsville, Ohio—

Wholesale Grocers,

Forwarding & Commission Merchants, and

DEALERS IN PRODUCE.

T. S. CLARKE & CO.

Commission & Forwarding Merchants,

Water and First streets, Pittsburgh.

Thos. S. Clarke,
Ben. P. Hartshorn.

GEORGE COCHRAN,

Commission & Forwarding Merchant,

AND

Agent for the sale of American Manufactures,

No. 26, Wood street, Pittsburgh.

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JAMES DALZELL & CO.

Wholesale Grocers,

Produce and Commission Merchants,

No. 170, Corner of Liberty & Irwin streets,

Pittsburgh.

ROBERT DALZELL & CO.

Wholesale Grocers,

AND

Commission Merchants,

N. E. Corner of Liberty & Irwin streets,

Pittsburgh.

Jas. E. Breading,
Freeman & Miller,
Robert Dalzell.

JAS. GRIER,

WHOLESALE GROCER,

AND

Commission Merchant,

No. 194 Liberty street, Pittsburgh.

Advances made on consignments.

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J. W. HAILMAN & CO.

Wholesale Grocers,

AND

Commission Merchants,

No. 39, Wood street, Pittsburgh.

J. W. Hailman,
Wm. Seals,
B. Campbell, Jr.

HUTCHISON & LEDLIE,

Commission

AND

Forwarding Merchants,

Front street, near Market street,
Pittsburgh.

IRWIN, CASSAT & CO.

Commission and Forwarding Merchants,

Corner of Market and Water streets,
Pittsburgh.

James Irwin,
Robert S. Cassat,
William Drum.

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IRVINE & ROBINSON,
WHOLESALE GROCERS,
Produce Dealers,—and
Commission Merchants,
No. 160, *Liberty street, Pittsburgh.*

MACSHANE & KELLYS,
Commission & Forwarding Merchants,
PITTSBURGH.

H. MacShane,
William Kelly,
John F. Kelly.

R. MILLER, Jr.
WHOLESALE GROCER,
Produce, Forwarding,—and
COMMISSION MERCHANT,
No. 1, *Commercial Row, Liberty-street,*
PITTSBURGH.

[☞ See Statistics.]

A. D. McBRIDE & CO.
Wholesale Grocers,
AND
COMMISSION MERCHANTS,
No. 150, LIBERTY STREET, PITTSBURGH.

A. D. McBride,
George McBride,
Ja's McKeehan.

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REED & MORGAN,
WHOLESALE GROCERS,
Dealers in Produce,—and
Commission Merchants,
No. 105, *Wood street, Pittsburgh.*
Colin M. Reed,
D. T. Morgan,

STOCKTON, DICK & Co.
WHOLESALE GROCERS,
AND
Commission Merchants,
No. 128, *Liberty street, Pittsburgh.*

WILSON & BOOTHE,
Wholesale Grocers,—and
Commission Merchants,
No. 94, *Liberty street, Pittsburgh*

BAGALEY & SMITH,
WHOLESALE GROCERS,
148 *and* 150, *Wood street, Pittsburgh,*
AND
SMITH, BAGALEY & Co.
Commission Merchants,
PHILADELPHIA.

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PETER BEARD,

WHOLESALE AND RETAIL
Confectioner, Fruiterer and Grocer,
No. 57 WOOD STREET, between 3d &4th,
Pittsburgh.

TASSEY & CHURCH,
GROCERS,
PITTSBURGH.

OBED FAHNESTOCK,
Dealer in Flour and Produce,
AND
RETAIL GROCER,
Nos. 45 *&* 47, *corner of Market and Liberty sts.*
PITTSBURGH.

JOHN FLOYD & CO.
WHOLESALE GROCERS,
DEALERS IN PRODUCE, AND
Pittsburgh manufactured articles in general,
No. 81, Liberty st., and 1, Sixth st., Pittsburgh.
John Floyd,
H. Bovard.

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GREGG & ROBINSON,

WHOLESALE GROCERS,

Fruiterers, and Dealers in

FOREIGN LIQUORS, WINES, &c.

No. 5, Porter's Row,

Wood, between 1st and 2d streets, Pittsburgh.

JOHN GRIER,

Wholesale Grocer,

No. 222, Liberty street, Pittsburgh.

LARIMER & M'MASTERS,

WHOLESALE GROCERS,

Dealers in Produce, and

PITTSBURGH MANUFACTURED ARTICLES,

McMasters' Row, Liberty street, Pittsburgh.

W. & R. McCUTCHEON,

Wholesale Grocers,

No. 152, Liberty street, Pittsburgh.

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William Mitcheltree,

Rectifying Distiller,

AND

WHOLESALE DEALER IN FOREIGN WINES

AND LIQUORS,

No. 162, Liberty street, Pittsburgh.

AVERY, OGDEN & CO.

WHOLESALE DRUGGISTS,

Corner of Wood and 2d streets, Pittsburgh,

Manufacturers of White Lead, Red Lead, and Litherage.

Charles Avery,
Geo. Ogden,
S. Snowden.

CALLENDER & VOWELL,

Wholesale Druggists,

No. 22 WOOD STREET, between 1st and 2d,

Pittsburgh.

B. A. FAHNESTOCK & CO.

WHOLESALE DEALERS IN

Drugs, Medicines, Patent Medicines,

Paints, Oils, Dye Stuffs, and Glass Ware,

Corner of Sixth & Wood streets,

PITTSBURGH.

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HOLMES & KIDD,

Wholesale & Retail
DRUGGISTS,
No. 60, Corner of 4th and Wood streets,
Pittsburgh.

A. G. OSBUN,

Wholesale Druggist,
N. E. Corner of Fourth and Wood streets,
Pittsburgh.

JAMES SCHOONMAKER,

Wholesale and Retail Dealer in
Drugs, Medicines, Paints, Dye Stuffs, &c.
81 *Wood street, Pittsburgh.*

SHINN, SELLERS & McGILL,

Wholesale Druggists, and
MANUFACTURING CHEMISTS,
No. 46 Wood street, corner of 3d,
PITTSBURGH.

[☞ See Statistics.]

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JOHN D. BAIRD,

Wholesale Dealer in

British, French, India, and American

DRY GOODS,

No. 94 Wood street, Pittsburgh.

BAIRD, LEAVITT & CO.

Wholesale Dealers in

European and Domestic Dry Goods,

No. 106, Corner of Wood and Fifth streets,

Pittsburgh.

Sam'l. Baird,
H. A. Leavitt,
Thos. M. Howe,
R. C. S. Lind.

WM. BELL & CO.

Wholesale Dry Good Store,

No. 179, Wood street, Pittsburgh.

Wm. Bell,
Richard Edwards,
Wm. M. Bell.

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E. A. Brown & Brother,

WHOLESALE DEALERS IN

Foreign and Domestic Dry Goods,

99, WOOD STREET,

One door below City Auction Rooms,

PITTSBURGH.

E. Alex. Brown,
Chas. Brown.

JOHN H. BROWN & Co.

Wholesale Dry Goods Warehouse,

No. 84 *Wood street, corner of Diamond alley,*

PITTSBURGH.

John H. Brown,
James W. Brown.

James J. Gray & Co.

WHOLESALE

Dry Goods Warehouse,

No. 47 MARKET STREET, PITTSBURGH.

Constantly on hand, *Bolting Cloths* of superior quality,

WHOLESALE AND RETAIL.

James J. Gray,
John Herron,
Daniel Bushnell.

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TAYLOR, SHIPTON & CO.

Wholesale Dealers in

FOREIGN & DOMESTIC DRY GOODS,

No. 113, Wood street, Pittsburgh.

John Taylor,
John Shipton,
Jas. E. Breading,
Wm. & Geo. Hogg.

M. TIERNAN & CO.

WHOLESALE

DRY GOODS DEALERS,

No. 48, Wood street, Pittsburgh.

M. Tiernan,
Thos. J. Campbell.

SAMUEL THOMPSON,

CARPET & STEAMBOAT

Trimmings Ware Rooms,

Over Nos. 108 and 110, Market street,

Pittsburgh,

Keeps constantly on hand, at wholesale prices, a large assortment of Carpeting, Rugs, Mats, Matting, and Steamboat Trimmings generally: and is also sole Agent, in this city, for the sale of *Boston Blinds.*

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J. MACAULEY & CO.

Patent Floor Cloth, *and*

CARPET STORE,

No. 17, Market street, Pittsburgh.

A large supply of the above articles always on hand.

GEORGE BREED,

Importer of, and Dealer in,

China, Glass and Earthen Ware,

No. 82 Wood street, Pittsburgh.

HENRY HIGBY,

Importer and Dealer in

China, Glass & Queensware,

No. 37 Wood street, near 2d, Pittsburgh.

W. H. WILLIAMS & CO.

Importers and Dealers in

China, Queensware, and Glass,

No. 112, Second street, Pittsburgh.

Jas. Park,
Tassey & Church,
W. H. Williams.

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S. P. Darlington,

IMPORTER AND DEALER IN

Hardware, Saddlery, &c. &c.

Wood street, Pittsburgh.

Samuel Fahnestock & Co.

Importers and wholesale Dealers in

HARDWARE,

No. 86, *Wood st. corner of Diamond alley,*

Sam'l Fahnestock,
Sam'l Werdebaugh. } PITTSBURGH.

LOGAN & KENNEDY,

IMPORTERS & WHOLESALE DEALERS IN

Hardware, Cutlery, Saddlery, &c.

No. 89, Wood street, Pittsburgh.

John T. Logan,
Robert T. Kennedy. }

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WAINWRIGHT & WALLACE,

WHOLESALE

HARDWARE MERCHANTS,

No. 58, Wood street, Pittsburgh.

Thomas Burch, Jr.

(Successor to, and late of the firm of, Voorhis & Burch,)

COMB MANUFACTURER,

AND WHOLESALE DEALER IN

FANCY GOODS,

***Baskets, Jewellery, Buttons,* &c.**

No. 76, Wood street, Pittsburgh.

☞ Shell Combs neatly repaired.

W. K. LINDSAY & CO.

Watches, Jewellery & Silver Ware,

No. 66, *Wood street,* 3*d door above Fourth,*

PITTSBURGH.

OLIVER P. BLAIR,

WHOLESALE AND RETAIL

BRUSH MANUFACTURER,

No. 116, Wood street, Pittsburgh.

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C. & C. L. MAGEE,

WHOLESALE AND RETAIL

Fur & Silk Hat Manufacturers,

42, Market street, Pittsburgh.

☞ Constantly for sale, a general assortment of *Caps*, and Ladies' *Fancy Furs:* Also, *Wool Hats*, and Hatters' *Furs* and *Trimmings.*

McLAIN, KING & McCORD,

WHOLESALE AND RETAIL FUR AND SILK

HAT MANUFACTURERS,

117 *Wood street, Pittsburgh.*

Constantly for sale, a general assortment of *Caps*, and Ladies' *Fancy Furs:* Also, *Wool Hats*, and Hatters' *Furs* and *Trimmings.*

Benjamin McLain,
Hugh D. King,
John D. McCord.

ADAMS, ALLEN & CO.

Phœnix Cotton Factory,

Front street, Pittsburgh.

James Adams,
Michael Allen,
Geo. Grant,
Jas. S. Craft.

[☞ See Statistics.]

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ARBUCKLES & AVERY,

Pittsburgh.

[☞ See Statistics.]

GEORGE BEALE,

COTTON SPINNER, and

Brush Manufacturer,

Pittsburgh.

[☞ See Statistics.]

BLACKSTOCK, BELL & CO.

Pittsburgh Cotton Factory,

Pittsburgh.

[☞ See Statistics.]

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BAKEWELLS & CO.

Pittsburgh Flint Glass Manufactory,

Corner of Grant street and Monongahela wharf,

PITTSBURGH,

Manufacture Plain, Pressed, and Cut Flint Glass Ware of every description—which they offer for sale, at their works, together with a general assortment of *Castor Frames, Vials, Green Glass Ware, &c.*

[☞ See Statistics.]

CURLING, ROBERTSON & CO.

MANUFACTURERS OF

CUT, PRESSED, AND PLAIN

Flint Glass,

No. 7, Market street, Pittsburgh.

ROBINSON, ANDERSON & CO.

Flint Glass Manufacturers,

STOURBRIDGE FLINT GLASS WORKS,

Kensington, opposite the Gas Works, Pittsburgh.

Thomas Robinson,
Alex. M. Anderson,
John Robinson, Jr.

[☞ See Statistics.]

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Whitehead, Ihmsens & Phillips,

AND

C. Ihmsen & Co.

MANUFACTURERS OF

Flint, Green and Black Glass,

AND

WINDOW GLASS,

Warehouses, 25 Wood, and 86 Third streets,

Pittsburgh.

[☞ See Statistics.]

WILLIAM M'CULLY,

Vial & Bottle Manufacturer,

Wood street, Pittsburgh.

Where every description of Vials, Bottles and Window Glass, are constantly kept on hand and made to order.

N. B. Western Merchants and Dealers, *generally*, are requested to call and examine the stock, before purchasing elsewhere. Liberal discounts allowed.

KENSINGTON IRON WORKS,

AND

WIRE & NAIL FACTORIES,

Manufacture, and keep constantly on hand, all kinds of *Iron* and *Nails*, and all sizes of *Wire*, at their Warehouse, No. 87, Front street.

LEONARD, SEMPLE & CO.

[☞ See Statistics.]

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LIPPINCOTT & BROTHERS,

Manufacturers of Nails,

Mill and Cross-cut Saws, Shovels and Spades, Hay and Manure Forks, Steel Hoes—and Cotton Gin Saws.

Warehouse, No. 186 Liberty street,

Pittsburgh.

[☞ See Statistics.]

Lyon, Shorb & Co.

Manufacturers of Iron Nails,

SLIGO IRON WORKS, ON MONONGAHELA RIVER,

Opposite to, and Warehouse on, corner of

Wood and Water sts., Pittsburgh.

[☞ See Statitsics.]

MILTENBERGERS & BROWN,

Pennsylvania Rolling Mills,

Corner of Wayne st. and Duquesne way, Pittsburgh,

MANUFACTURERS OF

BAR IRON AND NAILS.

[☞ See Statistics.]

G. & J. H. SHOENBERGER & CO.

IRON, NAIL, AND STEEL MANUFACTURERS,

JUNIATA IRON WORKS,

Northern Liberties of Pittsburgh,

Warehouse No. 4 *Porter's Row, Wood street,*

PITTSBURGH.

Geo. K. Shoenberger,
J. H. Shoenberger,
E. F. Shoenberger.

[☞ See Statistics.]

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Smith, Royer & Co.

Iron and Nail Manufacturers,

Penn street, near the Exchange,

PITTSBURGH.

ANDERSON & CANAN,

Iron Founders,

Warehouse in McClurg's Row, Liberty street,

Foundry corner of Front and Smithfield streets,

PITTSBURGH.

EAGLE FOUNDRY,

Kensington, bank of the Monongahela—

Warehouse, Liberty street opposite head of Wood street, Pittsburgh.

ARTHURS, NICHOLSON & CO.

C. & O. O. EVANS,

MILLERS, IRGN FOUNDERS,

AND

Plough-manufacturers—of all kinds,

(particularly Crane, Woods' and Cottons';)

Corn Shellers, Cultivators, and the combined Farmers' Mill, for grinding Plaister, all kinds of Grain, and Corn in the cob—at their stone and steam mill factory, Water street, between Market street and the Point,

[☞ See Statistics.] PITTSBURGH.

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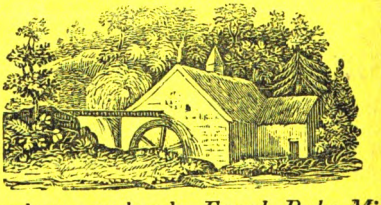

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LETTER VI.

Leave Pittsburgh for Wheeling—Coal hill—Broken country—Chartier's creek—Pretty cottage—Whiskey Insurrection—Improvements on the road—Cannonsburg—Jefferson College—Washington (Penn.)—Population and description—Roads and towns—Washington College and Female Seminary—Washington county—Its population—Sheep—Glades Butter—Cold weather.

WASHINGTON, (Penn.) Dec. 21st., 1836.

The navigation being closed, I found it necessary to travel by stage; and having made arrangements with regard to future operations, left Pittsburgh yesterday morning, at 7 o'clock, for this place and Wheeling. Intending to stop here a day, paid my stage fair of $1.50 to this point, a distance of 25 miles.

The road, by which we leave Pittsburgh, is over the Monongahela bridge—and after proceeding down the river a short distance, a notch in Coal hill, through which Sawmill run passes into the river, serves as an avenue also, on its narrow bank, for the stage to jostle along.—The snow was about three inches deep, and the road being almost any thing else than a turnpike, which, by the by, it did not purport to be, kept us all *awake*, although at the same time "*nodding*."

In a few miles, through a broken and almost uninhabited country, except by now and then a hut, we reached Chartier's creek, a famous stream, made interesting by Neville, in some fugitive publication; and in the course of some 8 or 9 miles, were abreast of a beautiful cottage, either new or newly done up, on our right, with an inclosure of new and white painted pales in front, which

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continued some 40 or 50 yards beyond the building, so as to embrace what would be, in summer, a flower garden. The building was in keeping with the paled fence, and the yard 18 or 20 inches more elevated than the road; the materials which formed this elevation were resting flush against a stone wall, which the pretty white fence surmounted. There was something more than common in the appearance of this tasty domicil. It was what is termed a double-building, with green blinds, and a piazza the whole length of it. A fine field extended a considerable distance on the right, before us; and in the rear, until it terminated at the base of a heavily wooded hill, the acclivity of which was so imperceptibly rising, as to induce the belief that, were it possible, art had been employed here too, instead of nature.

In front of the cottage, and on the opposite side of the road, the descent from the yard being gently sloping, meandered over a pebbly bottom, with a small guggling, rustling noise, the waters of Chartier's creek.—The course of this stream was bounded on its farther side by steep and rugged hills of one or two hundred feet high: protruding from their rocky sides, and overhanging the rivulet in question, were many heavy trees of sycamore, locust, oak, walnut, &c., with their limbs embracing the current; and were it in the vernal season, instead of a cold, cloudy, winter's day, the scene on the "mountain's brow" would have been truly enlivening. The driver had been watering his team; and during that period I noted all that appeared interesting; but just as we were getting into the coach, on giving my eyes another direction, there stood—at a short distance, at an oblique bearing from the corner of this beautiful

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little edifice—"adown the hill"—there stood "the mill and trysting thorn," environed with just such a *family* of small houses, for that kind of *stock*, as a thrifty housewife would always keep about her in such a place, as well for profit as for amusement—and with these latter attractions, taken in connexion with the whole, constituted, in my estimation, one of the most desirable rural residences that I ever remember to have seen. On enquiry, I was informed it belonged to the heirs of a Mr. Cowan, once an eminent manufacturer of Pittsburgh—and that it was here, where then resided, in 1793, Gen. Neville, who owned the property, and who was the collector of the Direct Tax, which gave rise to the "Whiskey Insurrection."

Gen. Neville, it is well known, had, in consequence of the faithful prosecution of his duty, rendered himself odious to the refractory or rebellious *spirits* of the day; in consequence of which, he was one night assailed by a mob of those lawless miscreants, and the consequence was, that, finding himself about to be overpowered, he fled with the few friends who were with him, one of whom was shot dead, by one of the pursuers, while others applied the torch to his house, and the fire soon after laid it in ashes. There are some of those yet living who took part in opposing the laws at that period, and who were engaged in the very scene here instanced; but their opinions have undergone such a change since, that they now speak of their conduct with contrition, and with feelings of much apparent mortification.

The country, after leaving the pretty cottage—(such a pretty place ought to be known by some pretty name)—becomes less broken and more "rolling," as the term

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is used—meaning thereby, that gently sloping ridges are substituted for hills. At 11 miles from Pittsburgh, there is a public *house* called Herriottsville, and in an adjacent field, bordering on the road, we perceived the corn was not yet gathered—not even by *nocturnal* visiters.

Chartier's creek continued to accompany us, and we occasionally crossed it on excellent covered bridges.—The last 6 or 7 miles had opened to us new scenery; and many handsome improvements in fine brick houses, large barns and farms in good cultivation, continued to arrest our attention. Of the stock kind, sheep, (and the flocks were numerous,) predominated. Eighteen miles from Pittsburgh, we reached Cannonsburg, a village of about 700 inhabitants, sustaining a celebrity as being the seat of Jefferson College.

Cannonsburg is not a place of business; the college contributes mainly to its support. The buildings of the village, to judge from their external appearance, are not in as good keeping as might be expected, and those of the college—*wear* somewhat the show of neglect. But if the walls are sombre, and in some degree dilapidated, there have been *shining materials* within—and at this period the institution is in a flourishing condition. It is governed by a board of trustees, at the head of which is the Rev. Samuel Ralston, D. D.—has six Professorships—the Medical faculty is located at Philadelphia. The number of students at present is upwards of 200. The summer sessions are generally better attended. The place, which is located on a handsome gentle declivity inclining towards the south, is represented to be very healthy; and the price of board varies from $1 to $1.87½ per week. The college expenses amount to $25 per

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annum, which includes tuition, fuel, use of library, and all contingent expenses.

At 2 o'clock, P. M. we reached the place of caption, the capital of the county of the same name, 7 miles from Cannonsburg, and 25 from Pittsburgh. The situation of Washington is tolerably handsome, but there appears to be a kind of compromise entered into between the new and old, (or rather better and inferior,) portion of the buildings—in point of numbers, neither having the ascendancy—and as it respects the materials, brick or wood, with which they are composed, here too they seem to be equalised.

From this point seven public roads diverge—and 14 stages arrive at and depart from the place daily; besides, during the seasons of much travelling, there are frequently extra coaches on the lines.

Through this place passes the great National Road, (or Cumberland Road, as it is sometimes denominated,) which commences at Cumberland (99 miles distant) in Maryland, and proceeds westerly: the distance from this place, is 20 miles to Williamsport, on the road to Bedford, distant from the latter, 86 miles; to Uniontown, capital of the adjoining county of Fayette, 34 miles; to Waynesburg, capital of Green county, 20; Brownsville, 25; Wheeling, 32; and 32 to Steubenville, in Ohio—the road to the latter is travelled in stages only in summer. There is also a road to Noblesboro!

The population of Washington (it is a borough,) is about 2000, and its 30 or 40 stores and shops are not in their appearance imposing. Here is a courthouse and jail, a bank (the Franklin) which has recently gone into operation; 8 churches, or places of public worship, (the

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prevailing religious denomination being Presbyterian, or grafts from it,)—and last, though not least, are Washington College, and a Female Seminary. Here are also published three weekly newspapers. On the principal street are the signs of nine public inns, the whole line not exceeding the sixteenth of a mile. In the suburbs is a small factory for the manufacture of Kentucky Jeans. Of the nine Inns, the principal are the Eastern and Western Hotel, kept by T. Hays, where the charge is 75 cents a day, and fare exceedingly good—and the Mansion House, by Maj. Irons, whose house is also reputed to be a good one.

The College has a handsome appearance; its inclosure must afford a delightful promenade, and ground for recreation, in proper seasons. The location is on the eastern edge of the town, and for the comforts of study, detached from the noise and bustle of the multitude, which is constantly passing; and measurably, to the student, by reason of intervening and elevated grounds, the multitude is also out of view. It is governed, as its sister institution at Cannonsburg, by a Board of Trustees, and has four professorships. In one of the professorships, the English and scientific department, provisions are made for (gratuitously) preparing teachers for taking charge of primary schools. The number of students at present is little over 100. The terms of boarding, expense of tuition, &c. do not materially vary from those of Cannonsburg and Jefferson college, and the health of the place and morals of the people are equally exemplary. The Female Seminary is conducted by a lady from Philadelphia, and her assistant is a young lady from Massachusetts. The institution is said to be flourishing.—

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There is an Academy also, for young men, in the village of Florence, also in this county, 24 miles in a N. westerly direction, which it is said is doing well. From the number of literary institutions here named, one would suppose that in Washington county were concentrated all the learning of the west, or at least the sources of it: indeed, it is of no ordinary feelings of gratification surely, that of those founders and patrons, who are yet living, can look back and behold what their works have done!

The county of Washington is large and wealthy. Its population amounts to 40,000 inhabitants, of course sends a member to congress. The land is well adapted to the culture of grain of all kinds, and grass; and, as improved, worth from 15 to 20, and in some instances, 50 dollars an acre. Some of the more discerning farmers, about 20 or 25 years ago, when the Merino sheep mania prevailed thro' the country, turned their attention to raising that description of stock; and altho' not attended with every success at first, they have since been amply remunerated for their enterprise and perseverance. The computation is, that there are about 250,000 of that breed of sheep in this county at present. Maj. Samuel M'Farland and Mr. George Wilson, own each about 7,000—those two gentlemen, it is presumed, own a greater number than any two others in the county.

They farm out many, as it has been found pernicious to their health to permit a greater number than about a hundred to herd together. The average annual price per head for farming, is a dollar. The average price of the value of a sheep is $4. The weight of a fleece, as prepared for market, is generally about 3 pounds, sometimes more, and will command, at home, about 56 cts.

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per lb., the average price; but it is generally sent to the Philadelphia market, via Pittsburgh and the canal—formerly it was forwarded by wagons to Baltimore. The winter of 1834—5 was very severe upon the poor animals—

"and scores of wethers perish'd in the snaw."*

Maj. M'Farland states that he had $2,000 worth of sheep perish that winter from its severity; but in the one succeeding, although equally severe, he did not lose any.—No other means are resorted to, for the purpose of keeping them in health, than occasionally introducing into their food (oats or hay) a little tar and sulphur.

The adjoining counties of Westmoreland, Somerset and Fayette, on the east, and Greene, on the south, have likewise great grazing tracts of land. Cattle and hogs are raised here in abundance, and latterly sheep have also been introduced. Several thousand barrels of pork were put up here this season, besides the hogs sold on the foot or driven to market. It is in those eastern counties particularly where the famous "Glades Butter" is made. Who has not heard of Glades Butter and partaken of it? Let those who have, fancy before them—on a cold morning, the mercury down nearly to zero—a dish of hot buckwheat cakes, *entirely free of grit*, and Glades Butter! It is in consequence of the nutriciousness and peculiar flavor of the grass on which the cows feed, a property which is not observable in other grass, that the butter produced from their cream commands a higher price than any other butter sent to mar-

*Ramsay's Gentle Shepherd.

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ket where its quality is known, the famous Goshen butter, of New York, to the contrary notwithstanding.

A tremendous heavy rain, last night, has carried off all the snow.

I have spoken above of a cold morning: this is a most intolerably cold day, the weather clear and wind fresh at N. W. The stages, which usually arrive from the east early in the morning, did not get in until between 2 and 3 o'clock, P. M. The passengers stated that they never experienced in travelling such cold and uncomfortable weather. One stage came in, from the road on which I had travelled yesterday, (the driver in a state of inebriation,) which had been capsized in Chartier's creek—one of the doors and windows had been partially stove in and broken—the fine particles of straw which had carpeted the bottom of the vehicle, instead of the substantial article to impart warmth to the feet, had been transferred, by the law of gravitation, to an opposite point, during the somerset; and, aided by the water which copiously flowed in, and a freezing atmosphere, the stage, on being righted, presented a thatched roof, with a straw lining on one side, and ice and straw coverings to the *seats!* What a spectacle was here presented! What a chilling idea! The passengers (there were only two) were fortunately not hurt!—and this was the stage, and its condition, which was to convey me to Wheeling. I had paid my fare, ($2;) but, being informed that I might choose my time, and another coach, I declined the ride, on such a day, in such a vehicle, and with such a driver—and have concluded to wait "till to-morrow."

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LETTER VII.

Road from Washington, (Penn.) to Wheeling—Outstanding corn—Wheeling hill—Wheeling—Zane's Island, or Columbia city—Bridge over the Ohio river—Alluvial formations, and remarks on geological phenomena.

WHEELING, (Virginia,) Dec. 24th, 1836.

The morning of the 22d was pleasant; and immediately after a good breakfast, we entered an excellent coach, having a team of fine looking greys, and, quick as "*presto*," were *wheeling* over the best road in the western country, to this place.

The country, in view from the road, contained many farms in a good state of cultivation. It was rolling, but only sufficiently so to break the monotony and make it interesting; and besides, as there were many streams, it was better adapted to irrigation. At a distance of between 10 and 11 miles, we passed the little village of Claysville, and 7 farther, that of West Alexander. A branch of Wheeling creek extends nearly to the western base of the hill on which this village is situated, and only a mile from it is the line dividing Pennsylvania from Virginia. The village of Triadelphia is on the waters of the creek, about 6 miles from the boundary line, and a short distance farther is the main stream, over which we passed on a famous bridge of free stone, at one angle of which is a well executed statue, of the same material, and large as life, of the Goddess of Liberty.

The remainder of the road is nearly bounded by Wheeling creek; and we afterwards met with no strik-

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ing incident, except that of a cornfield, the corn in which remained ungathered, which created some surprise, that an article of *that kind* should stand the winter so well, out of view of a house, and within a very few miles of a populous city, and not to have been robbed by the birds or some other granivorous bipeds.

We soon reached the base of Wheeling hill—and a wonderful feature in geology it presented. An abrupt termination appeared, at first sight, about to be put to our road; but as we progressed, a substantial piece of masonry, in the form of a wall of free stone, extended from the base to the summit of the hill, which, while it gave stability to the road, as was one object, it prepared and kept in order an even surface, thereby rendering the passage over the hill less dangerous to vehicles, and less laborious to the animals which drew them.

The 32 miles from Washington to Wheeling were travelled in six hours, as we left at 9 o'clock, A. M., and arrived at 3, P. M.

Wheeling, as is well known to geographers and others, is located in that part of Virginia which forms a kind of *strip*, extending up the Ohio river about a degree, at a right angle with the line which divides it from Pennsylvania—and is situated immediately on the bank of the river, forming as its breadth is necessarily narrow, a continuous line of buildings of about a mile and a half in length.

It is the seat of justice of Ohio county, and lies on both sides of the mouth of Wheeling creek, in lat. 40° 3′ N., lon. about 80° 40′ W. It is a chartered city, and governed by a Mayor and Council, chosen annually on the 3d Monday of March. The town consists of the origi-

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nal plat, laid off in lots, in 1793, by Col. Ebenezer Zane, and ten additions thereto subsequently made by individuals and companies, comprising 1,270 lots, 856 of which are on the north, and 414 on the south side of Wheeling creek.

In 1810 the population of Wheeling was 914; in 1820 it had increased to 1,567, and in 1830 to 5,221. The present population is estimated at 10,000. The colored population consists of 200 persons, one half of whom are slaves.

During the last fiscal year, the revenue collected within the borough, arising from tax on real estate, wharfage, water rents, licenses, and a few other sources of minor consequence, was $10,972.70. The corporation owes a debt of $100,000, drawing an interest of six per cent., and owns property, at the most reasonable estimate, worth more than the amount of its indebtedness. It owns a coal bank adjoining the town, the contents of which, at one cent per bushel, would be worth from one hundred and ten to one hundred and twenty-five thousand dollars; so that the corporation, so far from being really in debt, may be considered as free from debt, and owning a property worth nearly, or fully, 25,000 dollars, under the hammer.

Much of the historical information imparted in my previous letters, with reference to the difficulties which attended the settlement and bringing forward of Pittsburgh, will apply to this city also, as well as to others, that are elder and more prominent, in the west.

The near approach of the hill to the river, to which I have referred, reduces the limits of the business parts of Wheeling to a narrow compass; but it is contemplated

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to obviate this difficulty, however, by extending the operations over to Zane's Island, which contains about 350 acres, and lies immediately in front of, and which is to be connected with, the city, by a bridge, now in progress, the piers of which between the island and Bridgeport in Ohio, are finished. Less than one half of the island has been already laid out into 923 lots, which have been sold, and improvements are now being made upon them—should business require it hereafter, the remainder of the island can be laid off into lots and added to the present ones, and the whole number will probably exceed 2000. The island is now called *Columbia city*. The great National Road, it will be remembered, passes over this island, and the bridge will supply the hiatus occasioned by the river.

Wheeling was known as a place of some importance as far back as 1776; for, by a law of Congress that year, "Ebenezer Zane, a celebrated hunter, Noah Zane, and his brother Jonathan, received the cession of certain lands in Ohio on condition that they should open a bridle track from Wheeling, in Virginia, to Maysville, Kentucky."* "Immediately above the mouth of Wheeling creek, there used to stand a fort, serving as a frontier post during the wars with the Indians."†

A letter from Doct. Gideon C. Forsyth, dated "Aug. 1808," and published in the New York Medical Repository, says, "The town of Wheeling, where I now live, stands on a very high bank of what is called made ground, and was once, no doubt, the bed of the river; so that we are obliged to sink our wells as low as the river, in order

*Ohio Gazetteer. †Ditto Nav.

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to have permanent water. We find mud, logs, and petrified substances with the rolled pebbles, as far as the made ground extends downwards; say upwards of 40 feet. The river water is generally pure, as the bottom is sand and rolled pebbles, and seldom muddy. The earth is so light, that if the bank falls in by the undermining of the water, the light sand and earth are soon carried away, and nothing is left but pebbles and coarse sand.

"Our climate is much more mild in the same degrees of latitude, than eastward of the Allegheny mountains. This is caused by the winds which are mostly up the river, or from the southward and westward. I have rarely known a north-east storm here; that unfriendly wind seems to know that its bounds are the Allegheny mountains.

"The soil on the north side of our hills is by far the richest. This is no doubt owing to the winds blowing so constantly from the southward, carrying the leaves and lodging them on the north side, which, by rotting, have at length made the soil rich. This, you know, is quite the reverse of what is the case in New England, where the north side of the hills is cold, and frequently unproductive. Although the climate is more mild, yet it is much more unsteady, and I can never prognosticate what the weather will be twelve hours before hand."

The instances which exist, that the rivers and streams in this section of country, coursed it in different channels from the present, are numerous; but what are the circumstances which combine to fix on any particular period, most likely to effect such a revolution, since that of the diluvian, is difficult to ascertain. In Europe, or

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in South America, where volcanic eruptions sometimes occur, to discover overthrown towns buried in lava in after periods, would in all probability be charged to that account. So of a known earthquake; if a sunken *country* is discovered afterwards, in the vicinity where its effects were imagined the most fatal, although no *record* was made of it at the time, it is naturally ascribed to that cause. May not earthquakes have occurred, and the fatality which attended them have been as serious without our knowledge as with it? or, do they take place "to be known of men?" *That*, in Dec. 1811, which continued for a year, at different periods, on some parts of the lower Mississippi, "threw down brick chimnies and shattered houses, in New Madrid; and threw up the earth in some places while it sunk it in others; water spouted up through the cracks and holes of the earth, in all directions; trees lashed their tops together, while others were split, twisted and torn from their roots; the river itself appeared equally convulsed with the land—earth and water were equally affected. The plot of ground on which New Madrid stands, was sunk, during the shocks, eight feet below its former level.*"

Might not the geological phenomena which are presented at the eastern base of Wheeling hill, have been produced by some such strange concussion of nature, at some early period? I presume not to say when: It might have been *very* early when the WORD was spoken, "let the dry land appear!"—or it might have been later, towards the close of the diluvian era, when "the waters were abated from off the earth"—or it might have been

*Ohio Navigator.

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subsequently, of which we have no record or tradition. The whole affords materials sufficient, apparently, for a treatise, if one versed in geological science, would give it proper attention. The *hill*, or rather *ridge*, (for it trends for miles along the river to the north,) is of a peculiar formation. I speak of its external features—the abruptness of its ascent, to upwards of 200 feet above the level of the river, forming an acute angle at the point of elevation; the scooping out of the earth at its eastern base, by which the basin is formed, around which the creek now passes, leaving the peninsula of six or seven acres, of low alluvial, attached only to the main and somewhat higher land, by a very narrow isthmus; and the course afterwards followed by the creek, until it enters the Ohio river at right angles. Here then, at one period, was an immense body of water dammed up—the hill "*was first on the ground*"—from whence came the water? Was it produced in an elemental strife in some subterranean mineral cell, and expelled ("gushed out,") to seek a "trifle, light as air?" Or how got it, and when, into the basin? We know it has passed off, leaving one of the most serpentine tracks that is to be met with in this country, and by its insinuating address, carried off a portion of the less resisting part of Wheeling hill with it.

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LETTER VIII.

Wheeling continued—Water Works—Public houses, Banks, Churches, &c.—(Note of Wellsburg)—Warehouses and Stores—Flood of 1832—Statistics—Home Markets—Miscellaneous.

WHEELING, (Virg.) Dec. 30th, 1836.

The city is supplied with water through the medium of *Water Works*, under the superintendence of Messrs. Moore & Powell. The building is on the margin of the river at the foot of Adams street, and contains an engine with a 20 inch cylinder and 8 feet stroke, which has 4 boilers, each 30 inches diameter and 20 feet long, and a 12 inch pump 8 feet long. The pump is discharged twice at each revolution of the wheel; the wheel making 12 revolutions a minute; 1128 gallons of water are discharged within that period, through the main shaft, which is 1000 feet in length and 14 inches diameter, into a reservoir containing about half a million of gallons, situated on the brow of Wheeling hill, 172 feet above the level of the river. About 120 bushels of coal are consumed daily. The water is conveyed through the city in iron pipes.

Of the public houses, none are more attractive than the *Court-house* and *Jail*. Both have been seen in by-gone days when their *appearance* was more fashionable than now. The former is a pile of square and oblong freestone blocks, having been prepared and put up some 40 years ago, and in a style, apparently, to gratify two parties—one advocating the introduction into the temple the *hewn*, and the other the *rough* material, as the marks of

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the chisel are perceptible upon the faces of some of them. It is contemplated, however, to remove the former in the course of another season, and in its stead erect one in better keeping with the times of the country generally, and the improved taste displayed in the construction of the other buildings of the city.

The *Market House* is a neat, cleanly and spacious brick building; and the brick and masonry might serve as models in every respect, worthy of being imitated in some (not Boston) of our eastern cities. There is another small market house near the creek.

Here are likewise two Banks, a Savings Institution, and a Fire and Marine Insurance Company.

The Merchants' and Mechanics' Bank, with a capital of $500,000, all paid in—Redick M'Kee, Prest.; Geo. A. Clark, Cash.—The North Western Bank of Virginia, Capital $300,000 all paid in. (This is the bank selected for the government deposites)—Archibald Woods, Prest.; John List, Cashr.

The Merchants' and Mechanics' bank has a branch at Morgantown, and the Northwestern bank a branch at Wellsburg.*

**Wellsburg*, the county town of Brooke, in this state, is 16 miles above Wheeling, on the Ohio river. Its population, which is nearly all white, [20 of the colored are slaves,] is about 1,700. It is a flourishing town, and situated in the heart of a fine, healthy, and fertile country, and is commencing to manufacture to some extent. The principal establishments are: a Cotton Factory, which runs 1,200 spindles; 2 small Kentucky Jeans Factories; 1 Woollen Factory, located on Buffalo creek; 1 White Flint Glass, and 1 Green Hollow Ware do. on ditto; a Paper Mill, and Flour and Saw Mills, all by steam power; 1 Stone Ware Factory; an Iron Furnace and Steam Engine shop; 2 Printing offices, issuing weekly papers, (Gazette and Transcript;) a branch of the North Western Bank of

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Of the Wheeling Savings Institution, Thomas Hughes, is Prest.; and Daniel Lamb, Treas.—The Fire and Marine Insurance Co. of Wheeling, has a capital of $100,000.—John Fawcett, Prest.; Daniel Lamb, Secy.; Joseph Wood, Surveyor.

Here are seven* Churches—Episcopal, Presbyterian, Roman Catholic, Methodist and Baptist. And here is the Wheeling Institute and a Lancasterian Academy—And here, also, are the Virginia and United States Hotels—price of board, per *day*, $1.25.

The warehouses, for storing and forwarding goods, are generally located on Water street: the stores for retailing are mostly on Main, and the more elevated streets. The dwellings are generally of brick—those recently erected are in modern style. In South Wheeling, which connects the North by a very substantial bridge of free stone over the mouth of the creek, are many handsome brick buildings, and mostly new. The delightful situation here selected for residences, partak-

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Virginia, with a capital of $75,000; 2 Churches for Baptists and Methodists, [the Presbyterians are erecting one;] and an Academy. The country is unusually productive, and as well adapted to the culture of grain as in grazing, for cattle and sheep.—70,000 bbls. flour were shipped for the southern market last year.—[*Communicated by Joseph Service, Esq., of Wellsburg.*

**Seven* is a prophetic number, and peculiarly so in the application here: "John to the *seven churches*"—(Rev. 1—4.) May *these* be well and properly attended; for I have often observed, and the fact is otherwise attested, that in commercial cities or towns, as well as in other places of business, where the "sabbath" is kept "holy," and churches frequented, *for the worship of* God, the people therein are prosperous and contented: Where the reverse is the case, a dilapidation of those temples is the first evidence that presents itself—all species of vice follow—and bankruptcy, poverty and ruin ultimately close the scene.

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ing somewhat of rural comforts, from the surrounding and scattered trees and flowering shrubs, in season, add much to the general appearance of the whole city.

The very high flood with which Wheeling was visited in February, 1832, swept off 42 buildings from the bottom or low lands of the city: 35 floated away in one company, and being of frame, stood down the river with as little inclination to capsize as if they were still on *terra firma.* The river was 54 feet above its ordinary level; the Island opposite was inundated, and persons were taken out of the chamber window of a brick house, now in sight of where I am writing, by others, who proceeded thither in a boat for the purpose. Such *high* floods, however, are very uncommon.

According to a "*General Estimate*" of the population, Manufacturing Establishments, Wholesale and Retail Stores, Commission Houses, Business, &c., of the city of Wheeling, published early this month,

"There are in the city 136 establishments for the manufacture of domestic Goods, using annually 1,243,000 bushels of coal, and giving employment to more than 1,700 hands. They own 28 steam engines, possessing a power equal to 900 horses, and yield an annual product worth at least $2,000,000.

"The number of wholesale and retail stores is 87, of various kinds, which vend annually goods to the amount of $2,092,700. In addition to these, there are 17 other licensed retail stores, which, being of minor importance, are not estimated.

"Seven commission and forwarding houses, for the sale of goods consigned, and for receiving and forwarding merchandize and produce. These houses, from De-

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cember 1, 1835, forwarded eastward 10,587,811 lbs. of produce of various descriptions, and in addition to Tobacco alone, 3,182 hhds., making 3,182,000 lbs. Forwarded west and south, of produce and merchandize, 56,239,177 lbs. On the merchandize forwarded west, there were paid to wagoners for carriages from 265 to $285,000, in addition, a large sum (not ascertained) was paid to boats for freights.

"The amount of money expended for the purchase of *Merino Wool*, exported to the Atlantic cities, cannot be correctly ascertained, but is known to exceed the sum of $245,400.

"Paid for Pork, Lard and Bacon,	-	$135,000
" Flour, - - - - -		1,400,000
" Whiskey, cider and apples,	-	55,000
" Flat boats to transport the same,		80,000
" Amount annually expended for Lumber is - - - -		40,000

"There are now, within a circle of twenty-five miles around Wheeling, 134 Flour mills, manufacturing annually at least 280,000 barrels of flour, which at this time is worth $6,75 per barrel, amounting to $1,890,000; of this quantity about 180,000 barrels are exported to New Orleans by boats, and to the Atlantic cities, by the Pennsylvania canal, via Pittsburgh, and by wagons.

"There have been built at this place, (either in whole or in part,) since the 1st of January last, eleven steam boats, the value of which, when ready for business, is $198,000.

"The number of arrivals and departures of steam boats at this port, per wharf-master's books, within the

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past year, is 1,602. The number of flat and keel boats is 228; the tonnage of which is 167,219 tons.

"There are annually exported from Wheeling and immediate vicinity, to Cincinnati, Louisville, and other towns on the Ohio river, 1,500,000 bushels stone coal, furnishing employment to from 300 to 400 persons, and costing, when delivered at market, from 90 to $100,000. This trade is increasing very rapidly.

"There are 3 printing offices; two, each, publishing a weekly and tri-weekly paper, and one for book work; all employing twenty-four hands.

"There is one circulating library, comprising 1,400 volumes, established within a year.

"Wheeling is also a port of entry.

"There are daily arriving and departing eight lines of stages, east and west. Two daily stages and one tri-weekly, north.

"The number of passengers arriving and departing weekly, by the different modes of conveyance, is variously estimated at from 600 to 650."

Amongst the *Manufacturers*, and particularly those engaged in *Iron*, Messrs. D. Agnew & Co. deserve respectful notice, as owning the only *Rolling Mill* in the place. They have one steam engine, employ 100 hands, consume 150,000 bushels of coal, and manufacture annually iron nails to the amount of $300,000.

The *Iron Foundry* of Messrs. Sweeney and Mathews, is located in the north eastern part of the city, on the bank of the river, and within a few yards of the base of Wheeling hill. They carry on an extensive business, the works being constructed as well for heavy castings, (water pipes, steam boat machinery, mill-gearing, &c.)

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as for stoves, grates, and articles of hollow ware—25 hands are employed—25,000 bushels coal annually consumed—and the proceeds of the establishment exceed $35,000 pr. annum. [The entrance into the coal *drift*, opposite this foundry, is at the base of the hill. Mr. M. was polite enough to conduct me to its farther point, (as lamps were placed at stated distances, to enable the colliers to work,) which had perforated the hill 220 yards. At the distance of 100 yards, we came to a track, which diverged to the right of the main one, and extended equally far, but the operations in it had been abandoned for 3 or 4 years, in consequence of the *vein having run out.* The passage was sufficiently high to admit of our walking erect, and except in one place, the sides were not shored, as is sometimes the case, to prevent the coal from falling.—The roof was *slate*, as usual; and in that chamber, where the works had been abandoned, the slate had put on a light color, and had fallen from the *ceiling* so abundantly as nearly to block up the way. I took some of it (for it was decomposed) between my thumb and finger as well that which had fallen as that which remained over head, and on examining it by the light afterwards, found it of a dead lead color, and that *either* of them were clay of superior quality.]

The *Iron* and *Brass Foundry* and *Steam Engine Shop*, of Mr. Arthur M. Phillips, are located on the bank of the river, a short distance above the Water Works, where he has in operation a steam engine. The annual consumption of coal is about 25,000 bushels; from 70 to 80 hands are employed, about 300 tons of pig metal, and a proportionate quantity of bar iron, are

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used—the productive value of which could not be ascertained, as his accounts had not been made up.—Last year, Mr. P. built 17 steam engines, 12 of which were for boats.

The *Foundry* and *Steam Engine* and *Machine Shop* of Messrs. Helm & Richardson, located in the centre of the city, has in operation one engine for putting in motion several lathes and drawing out *leaden pipes* for water works, &c. The amount of lead for water pipes alone, this year, was 30 tons. At this foundry is also cast all kinds of steam engine work, mill-gearing, stoves, grates, &c. The consumption of coal annually is about 10,000 bushels, 30 hands are employed, and the proceeds of the establishment amount to about $30,000.

The *Crown* and *Flint Glass* establishment of Messrs. Ritchies & Wilson are in successful operation. It is nearly eight years since they were erected. At the first named, they gave employment this year to 40 operatives, consumed 67,000 bushels coal, and the amount of articles manufactured, was $87,000 : At their other works, where an engine is in operation, they gave employment to 55 hands, consumed 110,000 bushels coal, and their product was $75,000—total, both establishments, for the year, $162,000.

The *Flint Glass Works* of Messrs. M. & R. S. Sweeney & Co. and the cutting or grinding establishment, attached, turn out also very beautiful articles. The patterns are of modern style, rich and eminently transparent. One engine is in operation ; 110,000 bushels coal consumed annually ; between 50 and 60 hands employed ; and their product $35,000.

The works of Messrs. Stokely & Campbell are for *Vials*

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and *Bottles*. They use 25,000 bushels coal, employ 28 operatives, and their amount of manufactures this year was $30,000.

The *Paper Mills* of Messrs. A. Fisher & Co. one denominated the Fulton, and the other the Point, manufacture, at the former, all kinds of fine paper—at the latter, printing, only. Each of those mills are put in motion by a steam engine, and each consume 60,000 bushels coal per annum—the former employs 30 hands, and produces $35,000 a year—the latter, half the number of hands, and its product is $28,000. The article manufactured is by the modern process of machinery.

The *Paper Mill* of Messrs. Wm. Lamdin & Sons has but recently gone into full operation—their former one, with nearly all their stock, having unfortunately, last summer, got burnt, by which they lost about $10,000.—They now manufacture *paper of all kinds*, which of course includes, also, *sand paper*. Their machinery is driven by one engine; consumes 60,000 bushels coal annually, employs 30 operatives, and their product is $45,000.

Mr. Dana Hubbard, at his *Steam Saw Mill* and *Window Sash* manufactory, employs 22 men, consumes 36,000 bushels coal annually, and the proceeds of his establishment this year was about $22,000. About 900,000 feet of lumber were sawed during the time, at the mill; 50,000 feet of which were for window sashes, which quantity was manufactured, within that period, into 100,000 lights—all these operations, even to the mortises and tenons, were by steam machinery; and the only manipulation by the operatives, was in putting the joints together.

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Messrs. Kelsall & Cowdin are erecting a brick building on the opposite Island, for the purpose of manufacturing *Oil Floor Cloths*, Furniture cloths, &c. and purpose commencing operations the ensuing spring.

Messrs. D. Myerle & Co. are also erecting on the above island a brick building designed for an extensive *Rope Walk:* and I do not know that I can enter into the views of the proprietors in more concise, and at the same time more general terms, than is embraced in a note from Mr. M. under date of the 26th inst. He says,

"As one, who is desirous to promote all works which conduce to the advancement of the common good, I beg leave to make a few observations for your information, which you can use, if you think proper, (as I understand you have in progress a most valuable work,) in connexion with that received from other sources, on other subjects—it regards the business of *Rope manufacturing* in these regions.

"I am now completing a Rope manufactory, with sufficient machinery driven by steam power, at Wheeling, or opposite, on the Island, called *Columbia city*, to manufacture from 40 to $50,000 worth of cordage per year, and shall have employed from 30 to 40 hands—shall commence operations about the first of April. The warehouse will be in Wheeling.

"I am also completing another Rope manufactory at *Louisville*, of the largest class—the Walk will be 1400 feet in length and 25 in breadth. The machinery, which will be superior, will be put in motion by steam, and will manufacture $120,000 worth of cordage per year—will employ from 75 to 80 hands—and commence operations about the first of May.

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"My intention is to complete and have in operation another Rope manufactory at *Cincinnati*, about the first of August; also, of superior machinery, which will manufacture about $50,000 worth of cordage annually—to be driven by steam—and will give employment to 50 hands.

"And I am also completing one at *St. Louis*, which will manufacture about $40,000 worth; but will be so constructed as to increase the amount of manufactures as the increasing business of the place will appear to require. The number of hands to be employed, will be in proportion to the preceding establishments, and the works will be completed in October next; and, with the other manufactories, will be ready for receiving orders, at the respective named cities, as soon as the works go into operation."

Mr. Myerle farther states, that "as Patentee and proprietor of the great improvements in manufacturing cordage, as is evidenced by the establishments of Messrs. Irwin & Son and Messrs. Smith & Guthrie, of Pittsburgh, he purposes pursuing the same principle, combining a like utility and economy, in producing a like superior article, as those to which he refers."

The *Home market* of Wheeling is well supplied with meats and other vegetables, andtherefore the prices are kept within reasonable limits: the opposite county, in Ohio, (Belmont,) contributes mainly to the comforts of the citizens of this place, by furnishing substantials for their use. Hams at present sell at 12½ cents per lb.; Pork 8; Beef 6¼; Turkeys 62½ to 75 each; Geese 37½ do.; Fowls 25 cts. pair; Butter 15 cts. per lb.; Flour $7 bbl.; Corn Meal $1 pr. 100 lbs.; Potatoes, 50 cts.

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bush. ; Apples 25 ; Cabbages, Beets, &c. in abundance—and *Coal* $1.25 per cart load of 25 bushels, delivered at the door.

I have said nothing with reference to the particular habits or manners of the inhabitants of this city ; nor is it strictly necessary, perhaps, that I should, after having previously observed, that my remarks about Pittsburgh would apply, in many instances, to other cities, (I presumed) in the west. The application, as far as respects business habits and the industry of the manufacturing portion of the community, will hold good here. The spirit of enterprise is abroad ; and were those persons who partake of it favored with channels of intercommunication, similar to those of their contemporaries above—with a *small increase* of banking capital—(*great* bank facilities have ruined many persons, who would have prospered and become rich had they been less favored)—and a reduction of poll taxes—other energies would then be brought into action ; their present stimulous would be increased ; Wheeling hill, or a part of it—(the more elevated, towards the creek, should be reserved for an observatory)—would be reduced ; and thus would become enlarged their sphere for operating ;—new sources of wealth would be developed by mineralogists and botanists in their explorations through these neighboring hills and mountains ; and the space of a day would be sufficient for the transit of a merchant from one to the other of the two nearest ports on the Atlantic and western waters—such impediments to navigation as exist on the Ohio above, at certain seasons, do not exist below Wheeling, except from begining of January to the middle of February.

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The wages among the working classes, and the habits of temperance and sobriety which prevail, are much the same as up the Ohio river—and whether the police is better than at the eastward, or whether it is that there is no night police here at all, I am not able to account for the following anecdote, unless it be, that the people are more honest and virtuous than they are found to be in some other places: A few mornings since, on walking up Main street, my attention was drawn towards a large number of manufactured articles, of easily portable dimensions, which, from the character of them, and the early hour of the day, induced the belief that they had remained in that exposed situation all night. I was tempted to step into the shop, and ascertain if such were the case? and apologised for the impertinence of the question, by stating, at the time, the object of the inquiry: The gentleman informed me, that those articles had not only been left out all night, but it was the place where all the articles which he manufactured were at times left—and, calling my attention to the door and windows of his shop, I perceived they were destitute of locks or fastenings; and was informed that his tools were always left in the shop, unsecured—and that he never had any thing stolen in his life!

The Baltimore and Ohio rail road Directory have selected and established this place as one of the termini of their great thoroughfare in the west, or rather, it may be said with equal propriety, that they have selected this place as a point *through* which it is to pass; for its destiny is—not to stop here, but to be extended beyond this place, northward to the lakes, westward to the Mississippi, and southward to New Orleans, by connexion with

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other routs already chartered, or that will speedily be chartered. *Already* has it been extended by charter from Wheeling to the Ohio canal, and but a small hiatus, comparatively speaking, remains to be filled by charter, to extend it to New Orleans. The *Baltimore* and *Ohio* rail road, (or a branch of it,) *as such*, MUST *terminate here*, the *route* to this place being the most practicable that exists, between Baltimore and the Ohio river; and as it regards the interest of the company, and consequently the city of Baltimore and her commerce with the entire trans-Allegheny region of this continent, this being the most suitable point *at which they could arrive;* and moreover with a view to its extension beyond the Ohio river, the route from this place through the state of Ohio being equal to the best any where else, and perhaps better than any other that could be found.

The stock for the erection of a bridge across the Ohio at this place was sold in 1835, and the erection of a part of it—that is, over the branch of the river between the island and the Ohio shore—contracted for. It is understood that provision is made in the aritcles of contract, for the adaptation of the bridge to the passage of the rail road train over it.

A paper, somewhat after the manner of a Directory, has been put into my hands for perusal; and among other articles of which I have substantially availed myself, were the two foregoing, and the following:

"*Advantages possessed by Wheeling for Manufacturing operations.*

"To give an idea of the advantages which Wheeling possesses, for the carrying on of all kinds of manufactures within her limits, and vicinity, and the induce-

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ments which she holds out to the capitalist and the artizan to locate here, we deem the mention of the following facts as sufficient:

"By reference to an article in this paper, it will be seen that at the manufacturing establishments of D. Agnew & Co., and others, *the coal therein consumed cost one cent and a half per bushel only;* and at no other factory in this place does coal cost more than three cents per bushel. The latter price, we hazard the assertion, is cheaper than the cost of fuel at any other manufacturing place on the continent of America. We *hazard* this assertion, we say, because we may not be thoroughly informed on this subject; but we conscientiously believe that at no manufacturing place in the United States can coal be procured at *less* than 1½ cents per bushel at the factory, nor even at less than *three* cents. We are willing to be corrected, however, if we are in error, and that every body else whom we may lead into error, should be undeceived with us. The lowest rate at which we have heard of fuel being furnished to manufacturers elsewhere, is *four cents* per bushel, which, on the above quantity, would be $5,750 over what the above cost the consumers.

"Manufacturing sites, with the fee, or privilege, of coal on the same terms that the above companies supply themselves, may be had within all convenient distance from this place, up or down the river, or up Wheeling creek, at a reasonable first cost. After this, it is but a small matter to transport their manufactures to their warehouses in town. As for the *quantity* of coal, it is such that it can hardly rise in price for a century to come, and can never be exhausted, every hill in the

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county being based upon a stratum of coal six or seven feet thick, and of unsurpassed quality. And even suppose it exhaustible?—we have another and a more abundant resource. The late Mr. John Dulty, of this place, in boring for salt water several years since, where Agnew's Iron Works now stand, penetrated to the depth of about 920 feet. At about 240 feet he perforated a stratum of coal of about ten feet; and at the depth of 500 feet, another stratum of about five or six feet in thickness. Both were considered of good quality, but the uppermost the best. The contents of neither, however, will be required for many generations to come.

"In addition to abundance and cheapness of fuel, our local position is another important consideration. The many great thoroughfares which pass through this place in all directions, make it the tunnel through which nearly all the trade and travel between the east and west must necessarily pass. With comparatively few exceptions, all the western merchants residing south of the latitude and west of the meridian of this place, pass through it in making journies eastward, and on their return. This circumstance renders this as convenient as any other, to lay in their supplies of western manufactures—one from which transportation is as cheap as from any other, and from which shipments can only be made, when they can be made from any point."

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JAMES A. CLARKE,

ATTORNEY AT LAW,

WHEELING.

JOHN LIST, JR.

Bookseller and Stationer,

No. 2, Zane's row, Main street,

WHEELING.

G. B. PHELPS,

Looking Glass

AND

Picture Frame Manufacturer,

AND

PRINT SELLER,

Main street, Wheeling.

Moore, Morris & Breden,

Brewers,

WHEELING.

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DORSEY & TYSON,

COMMISSION & FORWARDING

Merchants,

WHEELING.

Ely Dorsey,
W. B. Tyson.

FORSYTH & ATTERBURY,

Forwarding

AND

Commission Merchants,

WHEELING.

IRWIN & MILLER,

Grocers, Produce Dealers,

AND

FORWARDING & COMMISSION

Merchants,

WHEELING.

M'KEE, HARDING & CO.

Forwarding & Commission

Merchants,

WHEELING.

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MOORE & CLARKE,

WHOLESALE GROCERS,

Commission & Forwarding Merchants,

Corner of Monroe and Market streets,

WHEELING.

CURTIS & PEARSON,

GROCERS,

Commission Merchants, and Dealers in Produce,

MARKET PLACE, WHEELING.

W. & O. GEORGE,

Wholesale Grocers,

WATER STREET, WHEELING.

J. & J. GODFREY,

GROCERS,

Corner of Market and Union streets,

WHEELING.

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JOS. F. LODWICK,

Grocer & Produce Dealer,

WHEELING.

MELVEN & LLOYD,

GROCERS,

WATER STREET, WHEELING.

JONATHAN M'COLLOCH,

Wholesale and Retail

GROCER AND PRODUCE DEALER,

AND

Commission Merchant,

MARKET PLACE, WHEELING.

DRS. JOHN EOFF & SON,

Chemists and Druggists,

UNION STREET, WHEELING.

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J. Crumbacker,

WHOLESALE AND RETAIL

Druggist,—*and*

Proprietor of the celebrated Tonic and anti-Dyspeptic PILLS,

Wheeling.

JOHN FAWCETT,

Dealer in

Fancy and Staple Dry Goods,

AND

Importer of Bolting Cloths,

Which he sells at Wholesale and Retail,

Main-street, Wheeling.

J. GILMORE & Co.

Wholesale Dealers in

DRY GOODS,

Near Steam Boat landing,

Point Pleasant, (Virga.)

J. C. Gilmore,
Jas. Gilmore,
Jas. Cargill,
J. C. Cargill.

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HEISKELL & HOFF,

DEALERS IN

Dry Goods,

No. 2, Johnston's row, Market street,

WHEELING.

Jacob Kiger,

DEALER IN DRY GOODS,

Hardware and Groceries,

MAIN-STREET, WHEELING.

S. LOWTHER,

Dealer in every description of

Fancy and Staple Dry Goods,

No. 3, Zane's row, Main-street,

WHEELING.

M'VAY & EWING,

WHOLESALE AND RETAIL DEALE

Dry Goods, Groceries,

Main-street,

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Wm. N. RIDDLE & Co.

DEALERS IN

Fancy and Staple Dry Goods,

Market-street, Wheeling.

W. T. Selby & Co.

DEALERS IN

Fancy and Staple Dry Goods,

Corner of Main-street and Market-alley,

Wheeling.

E. B. SWEARINGEN,

WHOLESALE

Dry Goods Merchant,

No. 7, Zane's row, Main-street,

WHEELING.

JESSE WHEAT,

DEALER IN

Dry Goods and Groceries,

Corner of Market and Union-streets,

WHEELING.

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Zane & Pentoney,

DEALERS IN

Fancy and Staple Dry Goods,

No. 6, *Zane's row, Main-street,*

WHEELING.

ALEXANDER ROGERS,

Variety, Dry Goods,——and

CLOTHING STORE,

Water-street, Wheeling.

HENRY P. MORRIS,

DEALER IN

Hardware, Cutlery and Saddlery,

Main-street, corner of Market-alley,

Wheeling.

SAMUEL NEEL,

Hardware and Cutlery,

MAIN-STREET, WI

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POLLOCK & OTT,

Dealers in

Hardware, Cutlery and Saddlery,

Main street, opposite the Virginia Hotel,

WHEELING.

☞ Merchants are invited to call and examine their stock.

D. AGNEW & CO.

Manufacturers of Nails,

WHEELING.

[☞ See Statistics.]

HELM & RICHARDSON,

Steam Engine Builders, Machinists,

AND

IRON FOUNDERS,

Corner of Main and Quincy streets,

WHEELING.

ee Statistics.]

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A. M. PHILLIPS,

IRON & BRASS FOUNDER,

AND

Steam Engine Builder,

Above the Water Works, Wheeling.

[☞ See Statistics.]

SWEENEY & MATHEWS,

Cast Iron Manufacturers

Of Stoves, Grates, Ploughs, Hollow Ware, and every description of *Ornamental Castings.*

Works on the North of Main street, and

Warehouse on Union street,

WHEELING.

[☞ See Statistics.]

BAKEWELLS & CO. (of Pittsburgh)

Flint Glass Manufactur

Warehouse next door to Forsyth & Atterbu

MAIN STREET, W[illegible]

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RITCHIES & WILSON,

Crown Window Glass Manufacturers,

AND

Ritchie & Wilson,

FLINT, CUT, AND PRESSED

GLASS MANUFACTURERS,

Comprising every description of Chemical, Philosophical, and Apothecaries' Shop Furniture,

WHEELING.

[☞ See Statistics.]

M. & R. H. SWEENEY & CO.

Flint Glass Manufacturers,

North of Main street,

Warehouse on Monroe street, between Water and Main streets, Wheeling.

[☞ See Statistics.]

STOKELY & CAMPBELL,

Manufacturers of

VIALS AND BOTTLES,

AND ALL KINDS OF APOTHECARIES' WARE.

Corner of 4th street and Market alle

WHEEL

[☞ See Statistics.]

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FULTON & POINT PAPER MILLS.

A. FISHER & CO.

Paper Manufacturers,

WHEELING.

[☞ See Statistics.]

WM. LAMDIN & SONS,

Paper Manufacturers,

AND

Dry Goods & Grocery Merchants,

SOUTH WHEELING.

[☞ See Statistics.]

DANA HUBBARD,

STEAM SAW MILL,

AND

Sash and Lath Manufactory,

On Wheeling creek, near the Stone Bridge,

WHEELING.

[☞ See Statistics.]

DAVID MYERLE & C.

Improved Patent C

MANUFACTURERS

[☞ See Statistics.]

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KELSALL & COWDIN,

MANUFACTURERS OF

Oil Floor Cloth, Furniture Cloths, &c.

WHEELING.

[☞ See Statistics.]

R. WATTERSON,

Wire Worker,

WHEELING.

All kinds of Sieves, Riddles, Screens, and every other description of Wire Work, particularly *Wire Rope for ferries*—on hand, for sale, or made to order.

DARE & HOGE,

Wholesale and Retail

Fur and Silk Hat Manufacturers,

AND DEALERS IN CAPS OF EVERY VARIETY,

Head of Water street,

WHEELING.

W. W. & S. H. JIMESON,

Fur and Silk Hat Manufacturers

MAIN STREET, WHEELIN(

re they have, in connexion with a large stock a full assortment of Fur and Otter *Caps*.

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O. MONTCALM,

Manufacturer of all kinds of

HATS,

And Wholesale and Retail Dealer in Hats, Caps, Fancy Furs, Hatters' Stock and Trimmings, Silk, Plush, Dye Stuffs, &c.

Opposite the Virginia Hotel,
MAIN STREET, WHEELING.

GREGG & EDWARDS,

Merchant Tailors,

Nearly opposite the Virginia Hotel,
MAIN STREET, WHEELING;
Have constantly on hand, a large assortment of

Cloths, Cassimeres & Vestings,

Suitable for gentlemen's Clothing, *all of the best quality*, which can be made up at the shortest notice, in the most fashionable style, and at the lowest prices.

R. G. MARTIN,

Merchant Tailor,

MAIN STREET, WHEE

Keeps on hand, a general assortment of Cloths, C meres, Vestings, Stocks, Suspenders, Collars, (and Handkerchiefs,

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JOHN KNOTE,

(of the late firm of Pollock & Knote, successors to Samuel M'Clellan,)

WHOLESALE AND RETAIL DEALER IN

Saddles, Trunks and Harness,

of every kind and quality—also,

Spanish and patent spring Saddles, Bridles, Saddle-Bags, Carpet Bags, &c. &c., at the old stand, in

Main-street, Wheeling.

JAMES SMITH,

Wholesale Dealer in

Saddles, Harness and Trunks,

of every description and quality,

Union street, between Main and Water street,

WHEELING.

David Garden,

TANNER & CURRIER,

Main street, Wheeling.

M'COY & BERRY'S

WHOLESALE AND RETAIL

Shoe and Leather Store,

No. 2, Phœnix row, Main street, Wheeling.

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UNITED STATES HOTEL,
and general Eastern and Western
STAGE OFFICE,
By JAMES A. M'CREARY,
situated on the bank of the "beautiful Ohio," at the
Steam Boat Landing, Wheeling.

VIRGINIA HOTEL,
and office of the great
EASTERN AND WESTERN
Mail and Accommodation Stages, by
D. Beltzhoover,
MAIN STREET,
Forty yards from the Steam Boat Landing,
Wheeling.

MOORE & POWELL,
SUPERINTENDENTS
Wheeling Water Works.
☞ [See Statistics.]

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LETTER IX.

Road to Zanesville, (Ohio)—Belmont county—St. Clairsville—Morristown—Guernsey county—Cambridge—Muskingum county—Norwich—Zanesville, its foundation—Plurality of towns of same name in the state, accounted for—Ancient mounds and fortifications—Geographical sketch—Trees and Medicinal plants—Mineral productions—Muskingum river; its source, course, and properties—Situation of Zanesville—Its Statistics, &c.—Cards of Merchants, Manufacturers, and other business men.

ZANESVILLE, (Ohio,) Jany. 7th, 1837.

On leaving Wheeling soon after dinner on the 5th inst. (having paid $3.50 fare in the mail stage to this place,) it was with considerable difficulty the Ohio could be crossed in a skiff, (the mail was conveyed over in a kind of scow,) in consequence of the great quantities of unfixed ice. These floating fields (almost united,) extended, in some instances, nearly to the island, (about 300 yards,) and it was through the interstices that the oarsmen, or rather polemen, were to wend their way. After about an hour's *traverse poling*, however, we reached the Island, walked over it, upwards of a quarter of a mile, and in another hour, by a process similar to that on the Virginia side, landed on the Bridgeport shore, where a stage was in waiting. The scow did not move with as great celerity as the skiff, but at length got safely over, and five passengers of us were soon seated in a comfortable coach, and *under way*. Until the arrival of the mail, I had time to make a few observations, and ask a few questions of "mine host."

Bridgeport is a village of Belmont county, with a population of about 300 inhabitants, containing 2 or 3 man-

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ufacturing establishments, which are put into operation by steam; half a dozen stores, and two taverns.

The snow was about three inches deep; the road (the National) was solid but somewhat rough, by reason of the broken features of the country, which extended 8 or 10 miles. The county is very hilly and rocky, in the parts bordering on the river, and the road there passes through excavations of 40 or 50 feet in depth, the sides being nearly or quite perpendicular of solid rock, though not "as hard as any whinstane," yet sufficiently so as to have required great labor to remove whatever were its mineral formations. Some of the views from the summits of the hills in this county, particularly in the central parts of it, are stated by Caleb Atwater, esq. to be beautiful "beyond compare," especially when the attention is directed to the eastward. The arable land, and with the exception of hills and rocks which constitute only a small portion, is very good for grain, tobacco and for grazing. Recently, farmers (and the county can boast of those among the first in the state,) have commenced raising sheep. The hills abound with coal, and their surfaces produce heavy growths of the most valuable wood and timber. Indian Wheeling and Captina creeks, water the county abundantly—the former enters the Ohio river at Bridgeport.

The county contains about a dozen villages, and our road passed thro' the following, viz: St. Clairsville, 11 miles from Wheeling, which is the county town, having a population of about 1500 inhabitants; a courthouse and jail, of brick; 6 churches; about 20 stores; 7 taverns; a bank with a capital of $100,000; 3 newspaper printing offices, &c. The country around is thickly settled,

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and the inhabitants healthy and rich:—To Lloydsville is 4 miles:—To Morristown 5; with a population of about 800 inhabitants—8 or 10 stores; 4 churches; 3 taverns, several manufacturing establishments, tanneries, &c. The buildings are most of brick:—To Fairview, in Guernsey county, 9:—To Washington, 12; a handsome village of white frame houses; and about 1000 inhabitants:—To the pleasantly situated county town of Cambridge, 8½, containing about 700 inhabitants. This flourishing village is on the east side of Wills' creek, over which is a covered and beautiful bridge, which has been pronounced one of the best pieces of *carpentry* in the state. Here are 12 or 15 stores; courthouse and jail of course; and a newspaper printing office:—To Norwich, in Muskingum county, 12, with a population of between 300 and 400. Here are 6 stores; 2 churches, and 2 taverns:—To the place of caption, 12½ miles—where we arrived about 9 o'clock yesterday morning—having spent a *comfortable night*; for my fellow passengers, although all strangers to each other, were sociable and well informed—and notwithstanding we were few in number, there were sufficient to shorten the winter's night and reduce 74 miles, the distance from Wheeling, (which we were 16 hours in travelling,) to a much shorter space than I could have imagined.

The entrance into Zanesville, from whatever point, is descending, as the town occupies a beautiful plane. The section on which it stands was granted to Ebenezer Zane, by Congress, in 1776, for certain stipulated services performed by him, and he, and two brothers, with J. M'Intyre, laid out the town and built the first cabin in 1799. The mail was first carried through it in 1797.

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Before entering upon the task of acquiring *particulars* of the business, resources, &c. of Zanesville, and other places west, it may not be inapplicable here to account for the cause, why so many towns of the same name, &c. are to be found in this state, as well as to say something of the mounds of antiquity, and of its geography, and vegetable and mineral productions. The Ohio Gazetteer affords these facilities.

"These anomalies, and pluralities of places of the same name, are serious difficulties, in the way of strangers understanding where different towns are situated; and causes much confusion in the transmission of letters and newspapers, by mail; not only to non-residents, but also to the people of the state of Ohio, themselves. But as there are never two places of the same name, in the same county, if all writers of letters and communications, would always designate the county, as well as the town, their communications would then be intelligible. The cause of these pluralities of names, is to be ascribed to the circumstance, that these *towns* are not set off and established by the state authority, as in most of the eastern states, but are established by certain local authorities, called county commissioners, appointed in each county, and constituted for this, among other purposes; and these separate boards of county commissioners have no official communication with each other, and do not know what are the names of previously existing townships, in other counties."

"The most prominent *Antiquities* are the numerous *mounds* (or *tumuli*, as they are sometimes called,) and *forts of earth*, in the state of Ohio, as well as the western states generally, which are found interspersed through-

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out almost the whole extent of country, as far west and southwest of the Allegheny mountains as the country is much known. The general direction in which these fortifications, as they are called, lie, is from northeast to southwest. The place where they commence, or at least where they are remarkable, is in the western part of New York, near the southern shore of lake Ontario. From thence they extend in a southwesterly direction through the western states, and terminate in Mexico.

"Various have been the conjectures of the learned, concerning the time when, by what people, and for what purpose, these stupendous monuments of labor and ingenuity, were erected. Their origin is so deeply involved in the obscurity of remote antiquity, without any light of history, or even authentic tradition to conduct our inquiries concerning them to the desired result, that no certainty upon the subject will probably ever be attained."

The *mounds* vary in size and somewhat in shape, (round or oval;) the magnitude of some being 15 to 20 rods in circumference, and one is 33—their height is from 5 to 70 feet. Some are conical, others with a flat area on the top. The earthy material of which they are composed, differs from the surrounding earth, and appears to have been brought from a distance; but no trace can be discovered of the place from whence taken, nor of the corresponding material within any reasonable distance. Their sides are so abrupt, that it would appear to have been difficult to make the particles adhere to each other. In many instances trees, of a size corresponding with those of the forest, are found upon their apex, and the country on which they are found, is uniformly

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level. In most instances where they have been opened, human bones have been discovered; but generally they crumble in pieces or moulder into dust, shortly after being exposed to the air—except the teeth, jaw, skull, &c. being of a peculiar solidity, are capable of resisting the effects of the air.

The *forts*, or fortifications, are wrapt in the same kind of mystery as the mounds—are of the same kind of material, erected on level land, and no trace to lead to the point from whence the earth was taken. Their height is of various elevations, from 2 to 30 feet, and almost perpendicular; and the ground they occupy, an area of a few perches to nearly 100 acres, but is generally not far removed from a river or stream—it is not unlikely that where there is an exception to this rule, a stream or river once coursed its vicinity. The fortifications at Circleville, in Pickaway county, is the most remarkable phenomenon of the kind, in the state, but for details respecting it, I have not room here; farther, than that it is *circular*, and consists of two parallel walls whose tops are, apparently, about three rods asunder; the inner one of which is forty seven rods in diameter. Between these two walls is a fosse, excavated sufficiently broad and deep, and not more than sufficiently so, to have afforded *earth*, (*dirt* and *gravel*,) enough for the external wall alone. The interior wall is composed of *clay*, of which the inhabibants manufacture *brick*; and *there is no other clay in the vicinity*, the whole neighboring grounds being dirt and gravel.

The *face of the country* is somewhat diversified; the interior, and northern parts of it, bordering on lake Erie, are generally level, and, in some places, marshy.

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About a quarter, or a third possibly, of the eastern and south eastern part of the state, bordering on the Ohio river, is very hilly and broken. The hills are not, however, generally so large and rocky, as properly to be termed mountains; notwithstanding they are almost infinitely numerous. But immediately upon the banks of the Ohio, and several of its tributaries, are numerous tracts of intervale or meadow land, of most exuberant fertility.

One particular, which is worthy of remark, in the conformation of the land in this state, as well as throughout the western country generally, is the circumstance of the height of land between the large rivers and other water courses, being the wettest and most marshy, and of the most miry quality of any other in the state; while the driest land lies along the margins of the various streams; whereas, concerning the land in the eastern states, the reverse is the case.

Of the *forest trees*, the most abundant are black walnut, oak of various species, hickory, maple of different kinds, beech, birch, poplar, sycamore, ash of several species, pawpaw, buck-eye,* and cherry, besides numerous other kinds, whose beautious foliage, or variegated hues of their flowers, present a delightful prospect, in their season, to the lover of rural scenery. Among

* This tree abounds more generally in Ohio than in any other state in the west—it is indigenous to the western country—is with great difficulty ignited, *and when ignited, will not burn.* In the nomenclature of names, wherein the people of different states are *localised*, being governed somewhat by *circumstances*, probably as the aborigines were in taking names, *Buck-eyes* is the cognomen by which those of Ohio are designated: those of Kentucky are *Corn-crackers*; and those of Indiana, *Hoosiers*.

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the cultivated productions of the soil, are fruit trees and grain of various kinds.

Among the *medicinal plants*, are columbo, found in the greatest plenty; turmerick; seneka snake root; black snake root; valerian; spigelia; a species of ipecacuanha; ginseng; mezereon; sarsaparilla, &c.—[*Dr. Hildreth.*

Among the *mineral productions*, aluminous earth, from which alum could be made, is found in large quantities—some pure alum has been found; large beds of pyrites; copperas; salt water; coal; iron; clays of various descriptions, red, brown, blue and white—of the latter very strong putty is made; ochre of different kinds, particularly red, which, when burnt, is equal to Spanish brown; nitre; gypsum, some elegant crystals of which have been found. Up the Muskingum, Seneca oil, (a kind of petroleum,) is found when the river is low.—*Idem.*

The Ohio Gazetteer states, that in Muskingum county are also found inexhaustible beds of *buhr-stone*, or cellular quartz, in amorphous masses, having the same constituent properties of the celebrated French buhr-stone, so extensively used in the United States for mill stones. In both the sand stone and slate formations, in and near Zanesville, are found impressions of several tropical plants, of which many specimens have been collected; but the geology and mineralogy of the country have not yet been subjected to the rigid examination which they merit.

To ascertain the mineral region of stone coal, (bituminous,) iron ore, and salt springs, imagine (says the Gazetteer,) a line drawn from the western limits of

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Pennsylvania, at Williamsfield, in the southeast corner of Ashtabula county, in this state, to Northampton in the western part of Portage county; thence southwesterly through Wooster to Mount Vernon; thence south through Granville to Lancaster; and from thence southwesterly to Hillsborough; thence to the mouth of Eagle creek, in Brown county; then all that region, lying east and southeasterly from this line, to the Ohio river, will embrace the coal, iron, and salt region of the state. The water, from which the salt is manufactured, is obtained by boring into a stratum of whitish sandstone, (in Muskingum county for instance) called salt rock, at a depth of from about 350 to 700 feet, through numerous strata of different, but, as is supposed, of secondary formation.

The Muskingum *river*, which empties into the Ohio, about 60 miles southeast of Zanesville, is the largest and most beautiful stream, running its whole distance, in the state. "It rises in the southern borders of the Connecticut Western Reserve, and flows in a remarkable winding, but generally southern direction, across Stark, Tuscarawas, Coshocton, Muskingum, Morgan, and Washington counties, into the Ohio river, at Marietta, by a mouth, 225 yards wide." At Duncan's Falls, 8½ miles below this place, the navigation, except by batteaux, has been impeded. This obstruction, however, is now in progress of being removed; the appropriation, made by the legislature of the state, at its last session, being sufficient to open a steamboat navigation from Marietta to Dresden, 12 miles above Zanesville, to which there is a side cut connecting with the Ohio and lake Erie canal; and the contracts having all been let, and considerable work upon some of the sections having already been done,

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navigation by steam boats will shortly be commenced.—Adjoining Duncan's Falls, a town, called Taylorsville, was a few years since laid out, and mills erected, which are in successful operation, and may be considered as one of the appendages to Zanesville.

"The Muskingum rolls its limpid waves over a sandy and pebbly bottom, variegated in summer months, (says the authority above quoted,) with the open valves of thousands of red and white shells, scattered amongst the gravel, rivalling in beauty the richest tesselated pavements of the Romans. Its head branches water the most picturesque and romantic portions of the state, while south of Zanesville, it passes over inexhaustible beds of stone coal, and some of the richest deposits of mineral salt, to be found in the valley of Ohio. The Aborigines of the west rightly named this river the "*Elk's eye*," in token of its transparency and beauty.

In numerous places along this river, and its various branches, are considerable tracts of valuable land; although the country bordering upon it, for the distance of about 40 miles below Zanesville, is generally hilly

Zanesville lies in lat. 39° 59′ N. and lon. 81° 57′ W. —or, 5° 2′ W. from Washington city. It is a flourishing town, and situated on the west bank of the Muskingum river, through which runs the great National road from Cumberland, to the western States. It is the seat of government of Muskingum county, and contains about 8000 inhabitants, a spacious court house, public offices, and other fine buildings. Across the Muskingum river, at this place, are two beautiful and substantial bridges, the one connecting with the village of Putnam, containing nearly 2000 inhabitants, with a bank, capi-

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tal $500,000—the other, continuous of the National road, and branching into West Zanesville, giving to the structure the form of the letter Y, containing about 800 inhabitants. There are but few, if any situations in the state, that afford more ample means for manufacturing, than Zanesville, and its vicinity. The great water power, created by means of the dam and canal, now in progress of building, by the state, will increase it to more than double what it has heretofore been. The county also abounds with iron ore, salt springs, inexhaustible beds of bituminous coal, and abundance of timber. A peculiar kind of *clay* is also found in the county, suitable for *crucibles* for the manufacture of glass, (which formerly had to be imported at great expense,) beside fine *pipe clay*.

The institutions and *public buildings* of Zanesville, beside those above named, are a building, erected by the liberality of the citizens, called the Athenæum, containing a library of 2800 volumes; and a reading room, where are received all the principal newspapers and periodicals in the United States. It is supported by stockholders, who pay an annual instalment of five dollars, and where all strangers, visiting or tarrying in town, are permitted to visit, free of expense: there are also a bank, with a capital of $500,000; an insurance office, and four agencies for foreign offices; 3 large hotels; 5 printing offices*; 8 churches; 2 steam engine and machine shops; 3 woollen factories; 1 cotton factory; 1 steam paper mill; 3 oil mills; 2 breweries; 3 air foundries; 2 brass foundries; 2 rope manufactories; 2 soap

*The first newspaper printed in Zanesville, was in 1809.

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and candle manufactories; 1 starch and glue factory; 3 coach manufactories; 2 glass manufactories; 2 saw mills, propelled by water, and two by steam; and a steam hat manufactory.

There are also in the immediate vicinity of Zanesville, five flouring mills, propelled by water, with thirty run of stones, and three steam flouring mills, with nine run of stones, manufacturing annually 100,000 bbls. of flour.

Five hundred thousand bushels of Salt, and upwards, are manufactured annually, on the Muskingum river, between Dresden and Marietta.

There were exported from Zanesville, during the last year, 1,200,000 lbs. pork; 200,000 lbs of lard; 40,000 gallons of whiskey; 300,000 gallons of stone ware; 2,000 hogsheads of tobacco; and 800 barrels of linseed oil. There are also manufactured at Jas. Taylor & Son's Mills, nine miles below Zanesville, on the Muskingum river, 20,000 barrels of flour annually.

At the decease of the proprietor of this town, he left all the property which he at the time possessed, for the support of a free school; which fund, at this time, amounts to about $35,000—in a few years more, it will probably be increased to between 80 and $90,000: and when all the property is disposed of, the proceeds will be under the control of the Canal Company, the interest alone arising from the fund, to be applied to school purposes.

These advantages, taken in connexion with others in contemplation, such as a rail road to Wheeling, and also one to Columbus, will render Zanesville one of the most desirable situations for the man of capital, in the west.

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WYLLYS BUELL,

ATTORNEY AT LAW,

MAIN STREET, ZANESVILLE.

SAMUEL W. CULBERTSON & SON,

ATTORNEYS AT LAW,

ZANESVILLE.

GODDARD & CONVERS,

ATTORNEYS AT LAW,

MAIN STREET, ZANESVILLE.

HARPER & ADAMS,

ATTORNEYS AT LAW,

ZANESVILLE.

Alex. Harper,
Wm. A. Adams,

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ATTORNEY AT LAW,
ZANESVILLE.

RICHARD STILWELL,
ATTORNEY AT LAW,
ZANESVILLE.

STEPHEN BURWELL,
AUCTIONEER,
AND
Commission Merchant,
MAIN STREET, ZANESVILLE.

F. COGSWELL,
Wholesale and Retail Dealer in
BOOTS, SHOES, & LEATHER,
No. 2 Wilson's row, Main street,
ZANESVILLE.

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J. R. & A. LIPPITT,

Wholesale and Retail Dealers in

BOOKS & STATIONERY, DRUGS,

MEDICINES & DYE STUFFS;

Publishers of the North American Reader, Testament 12 mo.; New England Primer, 18 mo.; Cobb's Expositor and Arithmetics, &c. &c.; Blank Books, and Binding of all descriptions, done to order.

MAIN STREET, ZANESVILLE.

PARK & BENNETT,

Book and Job Printers,

AND

Publishers of the Zanesville Gazette,

ZANESVILLE.

ADAM PETERS,

Publisher of the "Ohio Republican,"

AND

Job Printer,

MAIN STREET, ZANESVILLE.

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BALLENTINE & CLARK,

BREWERS OF

PORTER, ALE AND BEER—

Manufacturers of Flour ;

AND

DEALERS IN

ALL KINDS OF PRODUCE,

John Ballentine, } ZANESVILLE.
Adam Clarke. }

CHRISTIAN F. HAAS,

BREWER OF

Porter, Ale, Strong Beer & Brown Stout,

MARKET STREET, ZANESVILLE.

N. B. Orders from a distance, filled at the shortest notice.

J. STACY,

CONFECTIONARY & CANDY

MANUFACTURER,

AND

BREAD, CRACKER, AND SHIP BISCUIT BAKER,

Wholesale and Retail,

Main street, Zanesville.

JAMES SMITH,

Wholesale and Retail Dealer in

Wines and Liquors, exclusively,

Corner of Fifth street,

ZANESVILLE.

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JAMES TAYLOR & SON,

Dealers in Merchandize, and

Produce generally:

MANUFACTURERS OF

FLOUR, SALT, LEATHER, &c.

Taylorsville, (Muskingum county,) 9 miles S. of ZANESVILLE.

JOHN R. HOWARD,

GROCER,

Commission and Forwarding Merchant,

Corner of Main and 2d streets, ZANESVILLE.

JAMES RAGUET,

Wholesale and Retail

***GROCER*—and**

Forwarding and Commission Merchant,

MAIN STREET, ZANESVILLE.

N. & C. G. WILSON,

DEALERS IN

Fancy and Staple Dry Goods,

GROCERIES AND PRODUCE,—AND

Forwarding and Commission Merchants,

MAIN STREET, ZANESVILLE.

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GEORGE REEVE & SON,

WHOLESALE AND RETAIL

Dry Goods & Grocery Merchants,

AND

Manufacturers of Flour,

Geo. Reeve,
Geo. B. Reeve, } ZANESVILLE.

☞ Goods and Produce received at, and forwarded from, Zanesville or Dresden, by river or canal craft, to any part of the United States.

JAMES W. CASSEL,

PRODUCE DEALER.

Cash paid for Flour, Pork, Whiskey, Lard, Butter, &c.

ORNDORFF'S HOTEL, ZANESVILLE.

H. EASTMAN,

DRUGGIST,

WHOLESALE AND RETAIL,

and Proprietor of

Doct. Bloodgood's celebrated Elixir of Health; H. Eastman's Specific Embrocation; Nerve Cordial; Females' own Medicine; Rheumatic Drops; and Family Physic or Anti-Bilious Pills—which will be furnished to the order of dealers on the most reasonable terms.

ZANESVILLE.

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MERRICK & JACKSON,

Wholesale and Retail Dealers in

Drugs, Paints, Oils, Dye Stuffs, and Glass Ware;

AND MANUFACTURERS OF

LUCIFER MATCHES,

Corner of Fifth and Main streets,

ZANESVILLE.

N. B. Country Merchants and Pedlars supplied with the latter article, by the gross or dozen, at Eastern prices.

THOMPSON & SCOTT,

WHOLESALE AND RETAIL

DRUGGISTS,

(Sign of the Mammoth Lamp,)

Keep constantly on hand, a large and general assortment of

Drugs, Medicines, Paints,

DYE STUFFS, AND STATIONERY,

Which they will sell at Eastern prices.

☞ They also manufacture *Lucifer Matches.*

B. T. WHITAKER & Co.

Wholesale and Retail Dealers in

Drugs, Medicines, Paints, Oils, Dye-Stuffs, &c.

WARRANTED GENUINE.

Physicians' prescriptions, carefully compounded.

Sign of the Golden Mortar,

Main street, Zanesville.

B. T. Whitaker,
John P. Whitaker.

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HENRY BLANDY,
DEALER IN
Fancy and Staple Dry Goods,
Groceries, Queensware, &c.
Sixth door above Orndoff's Hotel,
MAIN STREET, ZANESVILLE.

J. A. CRAMM,
Dealer in
Fancy and Staple Dry Goods,
HARDWARE, GROCERIES, &c.
Hamm's row, Main street,
ZANESVILLE.

G. A. HALL,
Wholesale and Retail dealer in
Foreign and Domestic Merchandize,
Corner of Main and Fifth streets,
ZANESVILLE.

HUGHES & SPURCK,
DEALERS IN
Fancy and Staple Dry Goods,
Hardware, Crockery-ware, Groceries &c.
Main street, Zanesville.
Thos. Hughes,
Geo. Spurck.

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KEARNY & GRAHAM,

WHOLESALE AND RETAIL

Dry Goods Merchants,

No. 4, *Wilson's row, Main street,*

ZANESVILLE.

JAMES M. KIRKPATRICK,

DEALER IN

Fancy and Staple Dry Goods,

Hardware, Queensware, and Groceries,

Corner of Seventh and Main streets,

ZANESVILLE.

John & Andrew McMeehan,

WHOLESALE AND RETAIL DEALERS IN

Fancy and Staple Dry Goods,

GROCERIES, &C.

Corner of Main and Sixth streets,

Zanesville.

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SPEAR & HELMICK,

DEALERS IN

Fancy and Staple Dry Goods,

Groceries and Produce—and

Forwarding and Commission Merchants,

Farmers' Exchange, Putnam.

V. Spear,
Geo. Helmick.

J. SPERRY & SON,

DEALERS IN

Dry Goods, Queensware, Hardware, Groceries, Iron Nails, Produce, &c.

Corner of Sewer alley and Main street,
ZANESVILLE.

LOUIS WARNER,

DEALER IN

Fancy and Staple Dry Goods,

Groceries, &c.

Main street, Zanesville.

HILL & ROSS,

Watch and Clock Makers,—and

JEWELLERS,

Keep constantly on hand, a general assortment of

Watches, Jewellery, and Fancy Goods,

Main street, Zanesville.

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R. P. ROBINSON,
Manufacturer of
WINDOW GLASS,
AND
Dealer in Dry Goods, Groceries, &c.
Main street, Zanesville

J. SHEPHERD & CO.
Manufacturers of
Hollow Glass Ware,
Corner of Market and Third streets,
ZANESVILLE.

WILLIAM SCHULTZ,
COACH AND HARNESS MAKER;
AND
Family and Fancy Carriages,
made to order on the shortest notice,
Main street, Zanesville.

THOMAS WOODS,
Saddler, Harness, and
TRUNK MANUFACTURER,
Corner of Main and Fourth streets,
ZANESVILLE.

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JAMES HENDERSON,

MERCHANT TAILOR,

Main Street, west of Third street,

ZANESVILLE.

THOMAS MILLER,

TAILOR,

Main street, east of Seventh street,

ZANESVILLE.

J. MOUNT,

TAILOR,

No. 3, South Fifth street,

ZANESVILLE.

JOHN O. WINTERMUTE,

FASHIONABLE TAILOR,

Corner of Main and Fifth streets,

ZANESVILLE.

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S. ALLEN & Co.

Manufacturers of

Hats and *Hat Felts*,—and

WHOLESALE AND RETAIL DEALERS IN

All kinds of Hats, Hat Felts, Hatters' Stock, Trimmings, Caps and Furs,

MAIN STREET, ZANESVILLE.

William Galigher,

HAT MANUFACTURER,

and Dealer in

Hatters' Furs and Trimmings,

at Wholesale and Retail,

3 *doors below the National House, Main street,*

ZANESVILLE.

N. WILSON,

Soap and Candle Manufacturer,

WATER STREET, ZANESVILLE.

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ZANESVILLE FOUNDRY.

ADAMS & WHEELER,
are daily Manufacturing,
Stoves, Grates, Fire-places, Ploughs, Mill-gearing,—and
CASTINGS OF EVERY DESCRIPTION.
Water street, near the lower Bridge,
ZANESVILLE.

DARE, WHITAKER & Co.

Iron Founders, Engine Builders,
AND
MACHINISTS GENERALLY.

All kinds of Mill and Machine Castings executed at the shortest notice.

☞ A general assortment of Stoves, Grates, Ploughs and Castings on hand.

Corner of Market and Third streets, Zanesville.

John D. Dare,
John P. Whitaker,
Elias Ebbert. } Proprietors.

J. & M. DULTY,

Copper, Tin, and Sheet Iron
MANUFACTURERS, AND
DEALERS IN STOVES,
Opposite the National House,
Main street, Zanesvill

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MUSKINGUM ROPE WALK.

John R. Howard,
Geo. L. Shinnick, } *Proprietors,*

Manufacture, and keep constantly on hand,

Ropes, Cordage and Twine,

OF EVERY DESCRIPTION.

☞ Orders executed at the lowest Western prices, at the warehouse of John R. Howard,

Corner of 2d and Main streets,
ZANESVILLE.

DOSTER & DARLINGTON,

Tanners and Curriers,

Dealers in Leather from slaughtered Hides of all descriptions,

WHOLESALE AND RETAIL,

Head of Main street, Zanesville.

James Doster,
Harvey Darlington. }

MOOREHEAD & ROBERTSON,

Tanners and Curriers,

Manufacturers of

aughtered Hides, Sole Leather, Skirting, and Cal Skins,

HEAD OF MAIN STREET, ZANESVILLE.

hos. Moorehead,
h Robertson.

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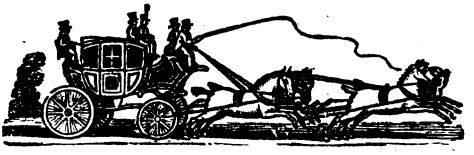

D. TALLMADGE'S

MAIL STAGE LINES,

Between Zanesville, (Ohio,) & Maysville, (Kentucky.)

The Bainbridge and Cincinnati, Lancaster and Columbus Pilot line of four horse Post Coaches, leaves Zanesville every morning at 8 o'clock, running through Lancaster, Chillicothe and Bainbridge to Maysville, (Ken.) connecting at Bainbridge with his line to Cincinnati, through to Maysville in 36 hours, or to Cincinnati in 48 hours.

☞ *For seats in Zanesville, apply at the office of Neil, Moore & Co's General Stage Office, National House.*

☞ The subscriber informs the public, that he has the road stocked with the best horses, coaches and drivers, the country affords; and there shall be nothing wanting on his part, to add to the comfort and convenience of all who may please to patronize him.

D. TALLMADGE.

Zanesville, Ohio.

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LETTER X.

Portsmouth, (Ohio)—Its situation—Mouth of Scioto river and Ohio and lake Erie Canal—Resources, and Statistics of Portsmouth—Cards of Merchants and other business men.

PORTSMOUTH, (Ohio,) Jan. 1837.

This town, which is in lat. 38° 43′ N. and about 82° 50′ W. was laid out in 1805, is situated on a bank (of clay and loam formation,) of the Ohio river, sufficiently elevated as not to be endangered by inundation at ordinary high floods. At this point, about a mile to the west, enters the Scioto river, upwards of 150 yards in width at its mouth; and here also is the termination of the Ohio and Erie canal, 306 miles in length, without the feeder—including feeder, 320; and 1185 feet of lockage—at an elevation of 470 feet above the Atlantic ocean, and 94 feet below the level of lake Erie. Portsmouth is the seat of justice of Scioto county; contains a population of 2000 inhabitants, and is a delightful and flourishing place. The large brick stores, factories, churches, and dwellings, present a very imposing spectacle to persons passing up or down the river, and the scenery in the rear is in correspondence with its other attractions. Here are a court house; jail; market house; 4 churches; a bank, with a capital of $268,621.26; about 30 stores and commission houses; 2 hotels; 2 printing offices; numerous manufacturing establishments; and at this time there are in operation within a circuit of twenty-five miles to the south and east, and for which Portsmouth is the nearest and most convenient point for disposing of their manufactured Iron, and procuring the necessary supplies of money, merchandise and provi-

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sions, twenty-five blast furnaces, six water forges, three steam forges and one rolling mill, which manufacture annually at least $2,061,000 worth of Iron at present prices. The sales of merchandise, in the town for the past year, according to data, exceed the sum of $400,000. The amount advanced, by the Commission Merchants, for freight and merchandise, received by and forwarded on the Canal, during the same period, exceeded the sum of $250,000. The value of all the manufactures in Scioto county, some of which are very considerable, together with the sales of produce and lumber and the amount of other commercial, mechanical and agricultural operations, for the current year, is $1,000,000. All these sources of business, and more particularly the manufacture of Iron, are daily increasing and capable of almost indefinite expansion.

Several steam boats have been built at this place; and its situation from its contiguity to the great coal and iron region, taken in connexion with its canal advantages, is calculated to make it a place of much business. The quantity of pork, flour and whiskey, which passes from the interior of the state, through this place to other markets down the river, or sometimes "stops *in transitu*" to try the market here, is very considerable; and the mercantile part of the community entertain the opinion, that if they possessed more banking capital, to enable them to compete with their contemporaries, up and down the river, by extending to the agriculturists and traders those facilities which they receive in other commercial towns, it would tend to increase the business of the place and add much to its wealth as well as to that of individuals.

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EDWARD HAMILTON,

Attorney at Law,

PORTSMOUTH.

William V. Peck,

ATTORNEY AT LAW.

PORTSMOUTH.

CHARLES O. TRACY,

Attorney at Law,

AND NOTARY PUBLIC,

Portsmouth,

Attends the courts of Jackson, Adams and Scioto counties, in Ohio; and makes collections in Greenup and Lewis counties, Kentucky.

S. M. TRACY,

Attorney at Law,

PORTSMOUTH.

Attends the courts of Pike, Jackson, Lawrence and Scioto counties, Ohio.

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CONWAY & AVERY,

Commission and Forwarding Merchants,

Front and Main streets,

PORTSMOUTH.

G. J. LEET,

Forwarding and Commission Merchant,

AND

DEALER IN PRODUCE,

Water street, Portsmouth.

M'CAGUE, M'VEY & Co.

Commission and Forwarding Merchants,

Wholesale and Retail Dealers in

DRY GOODS AND GROCERIES,

Portsmouth.

M'Dowell & Davis,

COMMISSION AND PRODUCE MERCHANTS,

Water street, Portsmouth.

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C. A. M. DAMARIN,
Wholesale Grocer,
Deals in all kinds of Country Produce,
FRONT STREET, PORTSMOUTH.

R. H. TOMLIN & Co.
Wholesale Produce Dealers,
FRONT STREET, PORTSMOUTH.

WILSON GATES,
Retail Fancy and Dry Goods Store,
Corner of Main and Market streets,
PORTSMOUTH.

E. GLOVER,
DEALER IN
Books, Stationery,—*and*
FANCY GOODS,
Water street, Portsmouth.

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SAMUEL GUNN,

Wholesale and Retail Dealer in

DRY GOODS & HARDWARE,

WATER STREET, PORTSMOUTH.

HALL & CURRIE,

Wholesale and Retail

DRY GOODS STORE,

FRONT STREET, PORTSMOUTH.

J. RIGGS,

Wholesale and Retail Dealer in

DRY GOODS, HARDWARE, &c.

WATER STREET, PORTSMOUTH.

J. V. ROBINSON,

WATER STREET, PORTSMOUTH,

Wholesale and Retail Dealer in

Dry Goods, Hardware, Groceries,

FOREIGN AND DOMESTIC LIQUORS, &c.

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M. B. ROSS & CO.

DRY GOODS DEALERS,

Wholesale Grocers,

AND

Commission Merchants,

WATER STREET, PORTSMOUTH.

WALLER & M'CABE,

Wholesale and Retail Dealers in

Fancy & Staple Dry Goods,

FRONT STREET, PORTSMOUTH.

C. M'COY,

MANSION HOUSE HOTEL,

PORTSMOUTH.

WATSON'S HOTEL,

FRONT STREET,

PORTSMOUTH.

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SHEWELL & HOPEWELL,

Manufacturers of

SILK AND FUR HATS,

AND

DEALERS IN FURS OF EVERY DESCRIPTION,

Portsmouth, (Ohio,) and

No 6, South Sixth street, Philadelphia.

PORTSMOUTH ROLLING MILL

AND

Nail Factory;

Manufacturers of Iron and Nails of all sizes and descriptions, by

T. G. GAYLORD,

PORTSMOUTH.

WASHINGTON KENNEY,

TANNER AND CURRIER,

MAIN STREET, PORTSMOUTH.

"SCIOTO TRIBUNE,"

A political and *miscellaneous newspaper*, in general circulation in Southern Ohio, published weekly, by

HAMILTON & CAMDEN,

PORTSMOUTH.

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LETTER XI.

Road from Zanesville to Columbus—A discovery—Tricks on stage travellers—Good lands properly cultivated—Singular circumstance of succession of trees—Lands in the vicinity of the National road and Erie canal—Hebron—Columbus—its situation, statistics, &c.—National Hotel—Wood-sawing—Distances to other places from Columbus.

COLUMBUS, (Ohio,) Jan. 9th, 1837.

The road from Zanesville to this place is in excellent order for travelling; and with a good coach, made as comfortable for cold weather and carrying the mail, as it was possible to adapt it—a fleet team, and careful driver, whose manners and language were courteous and gentlemanly—it is not, therefore, to be wondered, that, with five or six agreeable companions, one of whom was an agent of the general post office, looking after the *mails*—should travel over 52 miles of road in 7½ hours.

The charge, per day, at the hotel at which I stopped, in Zanesville, was one dollar. I had ascertained, from appearances, soon after my arrival, that I had "got into the wrong box," but as my "stay would be short, the difference would not be serious." I learned, however, on enquiring particularly of those who knew, that the present mail line is in opposition to an old established one, and that it has contributed essentially to reduce the fare of travelling on its route: that the old line had also come down to the price established by the opposition, but retained its former stands for the accommodation of its passengers, and the stabling of its teams, which were decidedly of the better class—and that in all cases, either

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stage, on its entrance into town, would be *first* driven to its usual place of stopping, or changing, and afterwards, if a passenger desired to be put down elsewhere, he would be accommodated. I also learned, that the *custom* uniformly prevails of charging stage passengers at these taverns, whether in town or country, fifty cents a *meal*, and a *traveller* in, or on his own vehicle, and taking a seat at the same table, pays only half, or three-fourths, of that price: so highly distinguished and of so much more consequence, are those travellers estimated, who journey in stages!

The stage fare from Zanesville to Columbus was $2.50, exceeding by a little, 5 cents per mile: the charges generally, I have observed, range from 5 to 6¼ cents per mile. At a distance of 9 miles we reached Hopewell, and from thence to Gratiot, 8. This latter village was named in compliment, probably, to the distinguished officer at the head of the U. S. Engineer Department, and if so, it would have been more gratifying to me, had the space it covers been larger and more populous:—to Brownsville, 2 miles; to Lynnville 4; to Jacktown (sometimes called Jackson,) 3½:—(here two other roads diverge northwardly, one of which to Thornville, 4½ miles, and the other to New Ark, 6½)—and to Hebron 4½ miles. This place is located immediately at the intersection of the National Road with the Ohio and Erie canal, and a stranger would naturally suppose it to be well adapted to the prosecution of very considerable business: but such is not the case. Here are 6 stores and warehouses, and 12 or 15 other buildings, 2 of which are hotels. The land, although at an elevation of 419 feet above the Ohio river, is level, or flat; and in appear-

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ance swampy—just such a section of country, from what I could observe, and what was reported, as is calculated to generate and foster bilious and intermittent fevers in their season. There is no doubt of its adaptation to improvement—to be made healthy by ditching—but to what extent, I am not able to give an opinion. The land, though high, partakes of one of those characters or properties, mentioned in my last letter, one of the anomalies which must be left to geologists to account for. To drain it, some other conduit than the canal would have to be resorted to—those persons who are owners of the soil, however, know more of the advantages which would be most likely to result from the improvement, and how far it is practicable, than I pretend to; in making the remark, I have only exercised the privilege common to all way-farers, but whether it be strictly correct, is another question. Farms, within 5 to 8 miles of this place, could be purchased, we were informed, for 10 to $15 per acre.

The farms along the road, to judge from their wintery condition, through the western part of the counties of Muskingum and as far we had travelled in Licking, were kept in all seasons in good repute. The dwellings, although mostly of logs, and large barns, presented a neatness and care indicative of the right kind of taste of the occupant. The fences bore the marks of judicious farming. The lands, bordering upon the lines of these two counties for a considerable distance, presented a uniformity of surface somewhat of the *hilly*, but very moderately so. These hills, as stated by one of our passengers, a respectable resident of Muskingum county, are based upon "salt stone" formations, or in their vicinity; that "their *contents* were either coal or iron ore,

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and that of their surface, I might see for myself." Their surfaces were either a heavy growth of forest timber indicative of a fertile soil, or a young growth of hickory and oak, in that state of *tree-hood*, (if I may be permitted to *manufacture* a word,) best suited for hoop poles, and for that purpose, I understood from the same gentleman, they were *nursed*, and to it appropriated. They were as close to each other as they could well grow; and such was the demand for those articles at Zanesville, and other places through that section of the country, where many barrels were made, (for the salt is all exported in barrels,) flour, pork, and other provisions, and liquors, that they always met with a ready sale and commanded a good price.—The same gentleman stated it as a fact, and others, to whom I afterwards mentioned the circumstance, confirmed it, that on those hills, where a heavy growth of *white oak* had been cut down, and the wood hauled off or worked up, that the young growth which succeeded, and which would begin to make its appearance the next or following year, was "certain to be hickory," although no effort was made to introduce it! We passed sufficiently near to a hill of this description, and could distinctly see that the stumps remaining were oak, and that the nursery of sapplings, from three to eight or ten feet high, were hickory—in many instances the leaves still remained on them.

From Hebron to Kirkersville, is 5 miles; to Reynoldsburg, 10½; to Whitehall, 5½; and to Columbus, 5—where we arrived at 7½ o'clock, P. M. By request, I was put down at the National Hotel, kept by Col. John Noble.

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Yesterday was the Sabbath, and a pleasant day—the snow, however, remained on the ground, two or three inches deep.

Columbus is the capital of the state of Ohio, and in distance, not exceeding 20 miles from its centre; is in lat. 39° 57′ N. lon. 83° W. and located in the centre of Franklin county, on the east "high bank" of the Scioto river, just below its conflux with the Olantange. The streets run north and south, and east and west, and are from 80 to 120 feet in width. The population is about 7000, of which probably 200 are colored. The feeder of the Erie canal, 11 miles in length, connects here with the Scioto. It is in general surrounded with good lands well watered, and well adapted for all purposes, either farming or grazing, but the latter appears to predominate. Cattle, mules, hogs and sheep, consume nearly all the farmer raises; and at a proper season, dealers in those species of stock make their annual visits and purchase them up at liberal prices.

In point of extent of territory, (says the Gazetteer,) number of townships, amount of taxable property, amount of taxes annually paid, in population, and general progressive annual increase, Franklin county may be considered a fair sample of the average of all the several counties, throughout the state of Ohio.

The land for a great distance around, on which this city is built, is level; the only feature to the contrary is the bank of the river. The city looks well and clean. The public buildings are, the state house, 75 by 50 feet, of brick, two stories high, the top of the spire 106 feet from the ground. The two principal rooms are the Representatives hall, on the lower floor, and Senate cham-

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ber, above. On the same square, north, and in a line with the state house, is a two story building containing rooms for the state officers and for the state Library. The federal court house stands yet farther north, on the same line. About half a mile north westerly from the capital, on the east bank of Scioto, is the Penitentiary. It consists of two wings, extending in a right line each way from the guard room, which is in the centre, and from which the whole interior of the prison may be inspected by a single individual. Each wing contains 350 cells, 3½ feet wide, 7 feet long, and 7 high, built back to back, and calculated for one person only. The keeper's dwelling stands immediately in front of the guard room. The prison yard is in the rear of the main building, and contains an area of 400 feet square, surrounded by a wall 30 feet high, on one side of which, but entirely detached from it, are the workshops, cookery, chapel and female prison—and over these is a large and spacious hospital. The building is three stories high; 56 feet in front, and the wings 400 feet in length, all of hammered freestone, quarried in the vicinity, well built, and from the new bridge, over the Scioto river, a short distance below, makes a very handsome appearance indeed.

Although not exactly a house, the new *bridge*, across the Scioto, 120 yards in length, may be appropriately introduced here. It is covered in and painted; and is said to be the best piece of masonry and carpenter work combined of the kind, in the state. It rests upon three piers of hammered free-stone. From the bridge to the mouth of the canal, which is 1300 feet, a stone quay has been built, for the purpose of affording

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facilities to persons engaged in river and canal commerce.

The other public buildings are, an asylum for the deaf and dumb, built of brick, about half a mile to the eastward of the state house, and sufficiently large to accommodate 200 persons.—Here are also two banks, the Franklin and Clinton, the former with a capital of $500,000, the latter with $300,000.—The market house is 150 feet long, and generally well supplied with various kinds of meat, poultry, and vegetables, the latter from the gardens of German horticulturists, and each article is at a price not more than half as high as in the cities of New-York, Philadelphia and Baltimore, at corresponding seasons of the year. Here, also, is a theological Seminary for German Lutherans—and several other literary institutions. The number of churches or places of public worship, are eight; the Episcopal and Presbyterian buildings, situated in the vicinity of the public square, are very attractive. Here are 13 hotels, and a large number of boarding houses; a theatre, recently erected, and probably 100 stores and shops. The "National Hotel" is well conducted; its table-ware and cutlery, as well as the viands, vegetables and desserts, are all of the first quality, and the watchful eye and locomotive *turn* of "mine host," evinces a determination on his part, that all shall partake of them, if they choose. The dormitories, as far as I could observe, were in keeping with every thing else about the establishment—and all the operations were as regular as the apparatus at which the wood is sawed, in the yard.—Board, per day, $1.25.

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Speaking of the *saw*, for sawing wood, it may be *something new* to some one; and therefore worth noting. We left the coal region on the other side of Hebron, and here *wood* is altogether used for the kitchen, as well as for the parlor and other fires. Passing through the yard back of the house, my attention was attracted by a circular saw, put in motion by horse power, for sawing fire wood into suitable lengths for burning. The sticks, probably 4 feet in length, are placed transversely on a small carriage, moving on ways constructed after the manner of a carriage on which logs are placed in a saw-mill, and somewhat like those carriages, except it has not cogs; for the sawyer, as soon as the horse starts, forces it forward until it comes in contact with the saw. The moving around of the animal, puts the simple machinery into operation, and the transverse stick is soon sawed asunder, with as little ceremony, as a man accustomed to making a fire, would put a stick of wood on the andirons.

Columbus is situated 106 miles southerly from Sandusky city; 140 S. W. from Cleveland; 184 S. westerly from Pittsburgh, and 148 same direction from Steubenville; 126 W. from Wheeling; 100 N. W. from Marietta; 105 from Gallapolis; 90 N. from Portsmouth, at the mouth of the Scioto river and Ohio canal, and 45 from Chillicothe, in the same direction; 118 northwardly from Maysville (Ken.); 110 N. E. from Cincinnati; and 68 eastwardly from Dayton.

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LETTER XII.

Road to Dayton—Franklinton—Gwynn's farm—Bad road—Two landlords and Yankee guest—Springfield—How to finish the National road—Stage wagon on a country road—Incidents peculiar to this kind of travelling—Fairfield—change of drivers but not *wagons*—Road to, and arrival at, Dayton.

DAYTON, (Ohio,) Jan. 10th, 1837.

I left Columbus yesterday, while the members of the legislature were celebrating the victory of New Orleans over a supper, prepared for them at the "National." It was storming, but having previously paid my fare, $2.50, to Springfield, entered an excellent coach, where were five or six passengers already seated, and off we went *through* a falling snow, and *over* a snow about three inches deep.

Our road lay over the Scioto, on the bridge previously described, and very shortly (one mile) we passed through the village of Franklinton, aforetime the capital of Franklin county. It is in its wane; but the towering steeple of the brick court house, and the 50 or 60 dwellings which surround it, present even after a lapse of five-and-twenty years, a tolerable wholesome appearance. The village was the first settled, north of Chillicothe, in 1797. Adjoining it on the east, is a prairie of about 200 acres, and near the main fork of the Scioto, was a mound, composed altogether of clay, of which the court house in the place was built. Near Franklinton resides Mr. M. Sullivan, an extensive farmer, who owns at this time 400 mules.—The village of Jefferson,

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through which we next passed, is 14 miles from Columbus, and is the first township in the 16th range of the United States military lands in Franklin county. A number of very fine farms are to be met with in this township; particularly Eli Gwynn's which we passed at a farther distance on the road of 10 miles, containing 8000 acres, 5000 of which are under fence. This is said to be the greatest grazing farm in the state, and its owner *yet* remains in *the state* of "single blessedness."

We found, occasionally, during the night, by the jostling and uneasy motion of our coach, and by the driver now and then diverging on one side of the road, and sometimes among the trees, on the other, apparently to avoid a slough, that we were either travelling the wrong road, or that the right one had lost its "national" character, neither of us being aware, or reflecting for a moment, that we had *left* the M'Adamized portion of it, a considerable distance back. And as we could not now see an object, and the movements of the coach having become somewhat slow, one of our company, who had occasionally contributed to dissipate our vigils since our departure from Columbus, by the relation of an amusing adventure, or "a biographical sketch," as he would term it, began again, by observing, that

"The village we have just passed, or was about to pass, or shall pass, once contained only two taverns; for some cause, the occupants or landlords were not very friendly towards each other. It so happened, (said he,) that during the time in question, a Yankee, who was travelling to see the country, stepped in to one of the inns, (as they were then more commonly called than hotels,) and enquired, if he could be accommodated for a

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few days? *Jonathan,* (that was the Yankee's name,) was answered in the affirmative"—[I suppose none of you are Yankees, or landlords, observed our fellow-passenger, appearing just at that moment to recollect that possibly he might be touching some one amongst us in a tender place;—but no answer being received, admitting such to be the fact, he proceeded]—"Well! (said he,) Jonathan was received into the house. "I conclude he's a *land speculator,* (said Bonniface to himself,) in disguise." But it was not customary for a person to travel in those days with such trunks and other luggage as he does now. A handkerchief, probably contained all his wardrobe, and it is probable he did not have even that; but I do not know what Jonathan had—presume not much, however. Suffice to say, he remained his landlord's guest a week, at which time *Bonniface* thought it was time to see if any money could be forthcoming.—He did not ask Jonathan his business in "those parts," when he applied for accommodation; his sole object at that time being to secure the guest, to the presumed mortification of his rival in business, when the fact came to the knowledge of the latter, that his *(Bonniface's)* house, was preferred by the travelling community, to *Rubicund's.* Well! as I was saying (said our fellow passenger) Bonniface began to think it was time to have some money from his guest, but did not well understand the tact how to come at it, viz: to get the cash and not lose the customer. At length he made bold to ask him when he came in to dinner, if he could pay him his week's board? (for in those days they could get no paper to make out bills upon, or if they could, it was too troublesome—and perhaps the guest could not read,

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either)—Jonathan paused—At length he said, he had not a copper !

"Bonniface affected to be astounded—perhaps he was—but at length observed to him, that he had done a very improper act to quarter upon a poor man like him for such a length of time, when he knew he had not the means to pay his way—and why, said Bonniface, did you do so ? Jonathan was as ready then as those of any other country are now, to frame an excuse for the trick,—that he "was to have met a friend there who was to have furnished him with funds ;" or, that he "expected to have got employment from Mr. Such-an-one," or some other reason equally as plausible. After saying much more, and reiterating the former questions, during which he attempted to show—and did show—the *immorality* of such conduct, and the effect it would make upon the minds of landlords generally, and how the innocent who might be absolutely caught as he (Jonathan) said he had been, might suffer also—after all this (continued our passenger)—Bonniface proposed to cancel the claim he had against him, provided he would "go over to that other tavern" (pointing to Rubicund's) "and serve him just such a *trick*, by quartering on him a week." Jonathan heard his host out very attentively ; and when he had finished the conditions, was about proceeding to the door, (Bonniface laughing in his sleeve at the *trick*—no immorality in *this*, perhaps !—he should be instrumental in playing his rival, Mr. Rubicund,) when Jonathan made a stop—

"What is the matter, (said Bonniface,) why do you stop ? will you not pay me my claim, either one way or another ?"

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"I can't pay you *that* way, said Jonathan," pointing towards Rubicund's.

"Why not?" said Bonniface.

Jonathan rather hung his head and rubbed his eye, as if to wipe off the tear which he thought it was time had, and did not know but *might be*, started, so distressed did he *appear*—"because (said he) I staid with Mr. Rubicund a week before I come here, and as I could not pay him, he told me the same as you tell me, to come and stay with *you* a week, and I should be clear—— and so I have done it!"

By the time this "biographical sketch" of Jonathan's was finished, and its risible consequences allayed, we found we were about entering Springfield, 43 miles from Columbus, and that it was only 4 o'clock in the morning. After getting into the house, (the "wrong box" again,) I soon ascertained that the Dayton coach was to start from the "*Eagle;*" so, to secure my seat there, I had to move *there* myself.

Springfield is the seat of justice of Clark county;—and its white stores and dwellings look well, even in winter. It is on the south side of Brush creek, about 2 miles above its junction with Mad river; and although incorporated in 1827, contains at this time 2,600 inhabitants; a court house and jail; 4 churches; a male and female academy; several mills; 22 stores; a newspaper printing office; and 3 taverns. Here terminates the grading of the National Road—and from the length of time that has elapsed since any work whatever has been performed upon it, an opinion is entertained by some persons, that it will not be resumed very shortly.

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The great difficulty now appears to be, the scarcity of the material, to be procured within a reasonable distance, for M'Adamizing it. However strange it may seem to persons who have never visited this country—those, for instance, to the east of the mountains—to be informed that rocks would require to be hauled 15 or 20 miles, sometimes farther, could scarcely credit the fact: but it has occurred in many places, in the vicinity of the site of the National Road. Independent, therefore, of the great expense of quarrying or collecting the material, hauling it from a great distance, and then breaking and putting it upon the track, (admitting that it is not in a short time thereafter forced into the loose yielding soil, and lost,) the time required to perform this labor would be beyond endurance. Can there not be found a substitute for this rare mineral material? Where are all the *trees* which line and skirt this road, from the point at which the M'Adamizing terminates, to Vandalia, or St. Louis? Is it known that blocks of 18 or 20 inches in length, sawed from certain wood of the forest, in the proper season, and permitted to remain a year, until the moisture becomes evaporated, by closely inserting them in vertical positions, will be calculated to answer a better purpose, and be more durable, than stone? There would probably be required a *rail* on the outer side of the track, so secured as to resist the pressure of the blocks; for it would appear advisable, that their upper ends should be, to a very small extent, greater in diameter than the lower ends; thus, while it gave a kind of *crown* to the road, and saved the blocks from downward pressure, would afford every facility for carrying off the

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water, whether from rain or snow, and go far towards protecting them from rot or decay.

At 9 o'clock the word "*coach* ready," was bellowed in the neighborhood. It was a cold morning—the sky overcast with a distant, hard-looking, solid, fixed cloud —snow about three inches deep. I threw "my auld cloak about me," and hastening to the door, the first object which met my view, instead of a "Troy-built coach," to convey six of us (males and females) to Dayton, behold!—a *four-wheeled wagon, drawn by four horses,* and *a ragged,* (a kind of a **Lismahago,) swearing driver.* This latter adjective to a driver appears to be one of the essentials towards an accomplished *coachee,* from the evidences we had in the vulgarities of other drivers last night;—and here I perceived that the presence of neither sex, however respectable their appearance, operated as a restraint upon the free use of their tongues, but rather increased their volubility. But to our *coach.* The body of this vehicle,† which was of a tumbrel form, instead of being supported by springs, was hanging by *chains,* precisely as I have seen *meat wagons* organized at the markets in our Atlantic cities! I must confess, that at first sight, I thought I would have preferred Matthew Simpson's *extraw;* but on second reflection, that variety was sometimes pleasing, and that I might esteem a "Troy-built" more highly, after a ride in this, whenever it should be my fortune again to enter one, I clambered up over the forewheels, and took my seat on a piece

*Read Humphrey Clinker.

†I have since understood that these vehicles are common where the soil is very loose; and although they do not move as fast, are more safe than the "Troy-built."

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of board to which the *mails* gave support—this was one kind of elasticity I enjoyed—and as soon as it was ascertained that we *were all stowed*, away we moved, over a country road, in a wagon—and as the wind was ahead, and the wagon-cloth *held so much of it*, the driver thought proper to stop and lift the after part of the cloth, that, by giving a free passage to the current, our progress would not be so much impeded. Away, again, went Phæton—down hill—over creek—striking a root—sinking into snow and soil—and as he quickened his speed, (and he "whipped up his horses" like an expert wagoner,) the fresher we felt the current, and the more unsettled became the males *(mails)* and females, and some of our stomachs—until we reached Fairfield, a village on a prairie, in Greene county, 14 miles from the point at which our sufferings commenced. As soon as we were along side the tavern door, our Jehu reined up, and there was no time lost in unwagoning us—but our stay was upwards of half an hour: and as we had not *time* to talk while travelling, or, if we had, could not do so to advantage, the scenes we had witnessed, hair-breadth escapes made, (not that we *could* have upset or broken down, or that the horses *could* have run away with us, but) from being thrown out when the wagon-wheel struck a root or log, suddenly, or sticking in a "slough of despond" which frequently lay athwart our track, were the subjects of conversation *now;* by which, and following them closely up, we became introduced in some respects to each other, and perhaps more than one formed the opinion, that during the remainder of the journey, as it was ascertained that at this place there would only be a change of team and driver, it would be better to ridi-

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cule the idea of luxuriating in a city coach, as *vulgar*; and assert that a *wagon* was the most genteel vehicle for ladies and gentlemen to travel in, that this country produced, or ought to produce—and therefore should be patronized in preference to any other:—and with these impressions (fixed or unfixed) on our minds, we (the ladies first) again clambered over the wheels, mixed in as advantageously as possible, and started.

Fairfield was laid out in 1815, and is bounded on its north western side by Mad river. Here are two taverns, two or three stores, and probably 20 or 30 dwelling houses—as a whole, the village looks rather the "worse for wear," but from appearances, (the forest trees, cornstalks remaining, general conformation of the country, with occasionally a sight of the soil,) the land would appear to be productive.

We started at one o'clock, much improved—at all events, in our feelings—and whether it was because we had a far better looking, polite and accommodating driver, I cannot say; but we got along better. It is true, that at times when the wheels came in sudden contact with a Sylla-or-Charibdes-sort-of-a stump, or root, the passengers' heads would "make a cannon;" but these are all the consequences of travelling in a *wagon*, and must be submitted to without a murmur. However, the more I reflected upon the subject, the better I became reconciled to this mode of conveyance, and the result was, that if a "Troy-built coach" had drove up for our company at Springfield, we should not have had this *eart*—we should not then have enjoyed the witticisms and pleasantry elicited by our many joltings—we should (or I should) not have known, that two of our company

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had been only recently made man and wife, and that there were others who wished to be—that all were Virginians, or had been—and but for this *cart*, I should probably never have fully understood the merits of Sterne's *desobligeant*—I should not then have received an invitation to tea, which I afterwards availed myself of—and with all the pleasing ideas, inspired by feelings different from those of the morning, at starting, we reached Dayton between 3 and 4 o'clock, P. M.; but whether in a "Troy-built coach" or a cart, did not much concern us—and for the last hour or two, I had come to the conclusion, that our driver was imposing too much upon his poor animals, and hastened them over the road much faster than there was occasion for.

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LETTER XIII.

Dayton, (Ohio)—Its situation, foundation, and progress—Statistics—Resources as to water and other privileges—Manufactures—Canal—Distances to certain places—Cards of Merchants, Manufacturers, and other business men.

DAYTON, (Ohio,) Jan. 11th, 1837.

Dayton is a flourishing post town, and the seat of justice for Montgomery county. It is situated on a beautiful level, on the east bank of the Great Miami river, immediately below its confluence with Mad river, its main eastern branch, and one mile below the mouth of Stillwater, its principal western tributary. It was laid out in August, 1795, and the first settlement was made in the spring of 1796. It is in lat. 39° 46′ N. and lon. 84° 3′ W. In 1809, when it became a county seat, it contained only 5 families. Its population in 1810, was 383; in 1820, 1139; in 1830, 2954; in March, 1833, 3400.

The population of Dayton at this time is rising of 5000. There were 81 houses erected in it last year, (1836,)—nearly 3,000,000 of bricks were laid, and the amount of capital employed in trade and manufactures, upwards of $1,000,000. The banking capital is 168,000 dollars.

The streets intersect each other at right angles, are of great width, 80 to 120 feet, and contrasted with the 6 or 700 brick houses, some of which are very handsome, and the 6 or 700 others, of stone or white frame, gives the place quite a city-like appearance. The fire department is good: here are 3 engines, hose, &c. and

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cisterns at all the corners. Here is an academy, 6 churches, a market house, courthouse and county offices, all of brick, and a jail and banking house of stone. The whole number of brick buildings in the place in 1833, was 364; 6 of stone; and 623 of wood—Total, 993.—There were at that time, 50 taxed stores; 6 taverns; 3 printing offices; 13 practising attorneys; and 11 physicians.

The exports, from Dayton, during 11 months of 1836, were—

Bacon, - - -	1,200,000 lbs.
Whiskey, - - -	25,000 brls.
Flour, - - -	18,000 brls.
Pork and Beef, - -	1,300 bbls.
Lard, - - -	6,000 kegs.
Butter, apples, pearl ash, eggs, clover-seed, &c. - -	2,300 brls.

From the opening of navigation to the beginning of March (a few weeks) about 8000 brls. of flour were shipped. Large quantities were wagoned from Dayton and the neighborhood, to Cincinnati, during the winter; the roads being fine and canal closed.

The exports, although comprising in part of the products of the neighboring counties, do not include, by a large amount, the products and exports of Montgomery county. The southern part, containing several valuable manufacturing establishments, and a number of grist mills and distilleries, enters its shipments at the Middletown office, 24 miles below Dayton.

Dayton is not excelled by any other city in the west for water privileges. The very many seats on Mad river, Dayton Lock, and Cooper's Race, hold out great at-

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tractions; and from the array of manufacturing establishments, now located upon them, and in operation, and the many others forthcoming, will, in a few years, enable her manufacturers to compete with their *elders*, who will not admit, probably, even now, that they have *betters*. These water powers are very valuable; the amount of power which can be applied at any moment within the corporate limits of Dayton, is sufficient to operate 35 pairs of mill stones, or 17,500 cotton spindles. An improvement is now in contemplation, by which the whole of Mad river may be made available for manufacturing purposes—expense of the same about $30,000, as per estimate of an experienced engineer. By this improvement, the water power will be increased four-fold. The capital required to occupy it, is $1,700,000.

Of the large manufacturing establishments, which Dayton at present possesses, I will commence with those located near the Dayton Lock, and operated by the power which it creates. They are—

The *Washington Cotton Mill*, Thos. Clegg, proprietor—contains 500 spindles, and manufactures 60,000 lbs. cotton yearly. There is a Machine shop and Bobbin factory in the same building, all of which are in full operation.

Dayton Gun Barrel Factory, Strickler, Wilt & Co. The various kinds of gun barrels are manufactured in large quantities. A Machine shop is also connected with this Factory.

Dayton Cotton Manufactory, (Company incorporated,)—capital $150,000. The building, a four story brick, is nearly ready for the machinery—it is calculated for 3000 spindles and the looms, &c. necessary for

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weaving the yarn into cotton cloth. Operations will probably be commenced in April. This Factory too, will contain a Machine shop.

Dayton Carpet Manufactory, (Company incorporated,)—capital $25,000. This establishment has recently gone into operation. At the outset, it was deemed a somewhat hazardous experiment. The company, however, so far have been entirely successful. A considerable quantity of Ingrained and Venitian has been manufactured, which, for beauty of figure and excellence of color and texture, is equal to that manufactured east.—Twenty looms are now in operation. It is intended soon to commence the manufacture of Rugs and Brussel carpeting. The building and appurtenances are sufficiently extensive to manufacture 500 yards of carpeting per day.

The *Miami Cotton Mill Company* have taken a lease of power sufficient to operate 3000 spindles, and intend going extensively into the manufacture of Cassinet and Jeans. The building for which is to be erected in the spring, and will form an important addition to those already described, being in the same neighborhood and operated, as all the others, by the power created by the Dayton Lock.

Along "Cooper's Race," a number of establishments are seated. This "race" comes in from Mad river to the north eastern part of the town, passes through a considerable portion of its limits, and affords power for a variety of mechanical operations. Among these may be named—

Helfenstein's Gun Barrel Factory.

The extensive Machine Shop of Solomon Rice & Co.

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A Flouring Mill with 3 run of stones.

D. M. Curtis' Carding and Fulling Mill, in which about 10,000 lbs. of wool are carded, and 15,000 yds. of cloth dressed annually.

The *Miami Cotton Mill*, (company incorporated,) capital $75,000—about half of which is invested—It contains 1,000 spindles, and manufactures about 175,000 lbs. of cotton annually. A very extensive and complete Machine Shop is connected with this establishment.

Large quantities of machinery, and of almost every variety, are annually constructed at the various shops.—Several heavy orders from Mexico have been filled at the Machine Shop of the Miami Cotton Mill comp'y. It is no disparagement of other places to say, that there are few towns of its size in which are to be found so many skilful machinists as in Dayton.

In addition to the Factories, the location of which has been already noticed, there are others which deserve attention.

A *Clock Factory*, which is quite an extensive concern, manufacturing annually 2,500 clocks, operated by water power.

The *Paper Mill* of A. & A. C. Alexander, in which nearly 100 tons of rags are annually manufactured into the various qualities of paper. This mill is operated by water power.

Smithville Cotton Factory, near town, uses 500 spindles, and manufactures, annually, 60,000 lbs. cotton into yarn—operated by water power.

A *Last Factory* manufactures largely—say 14,000 lasts, and 400 crimping boards and boot trees, annually.

Clegg's *Iron Foundry*, in which Castings of all kinds

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are made. It has been in operation about 6 years, and uses annually about 200 tons of pig metal. Castings command $100 per ton.

Harker's *Soap and Candle Factory*, a large and complete establishment.

Smith's, another large concern, of same kind.

Mills, for sawing timber, stone, &c.

The number of persons to whom employment will be given, when all the Factories now complete, and those in actual progress, shall be in full operation, will exceed 1,000. Those now employed number nearly 400.

The Miami Canal is also a source of wealth to Dayton. The facilities with which her surplus produce, whether of the land or of the workshop, can be forwarded at all seasons, except a short interregnum in winter, to good markets, gives the place an ascendancy over many others of the interior, although in every other respect, located in a township or county, where the soil is equally fertile and as well cultivated, by equally industrious farmers, as those of Montgomery. The march, however, is onward; and canal and rail road improvements will not stop, unless some extraordinary revolution in affairs takes place, until the whole state of Ohio is penetrated by them, and their great worth tested, as in the case of the one now present. The Miami canal is 66 miles in length, from Dayton to Cincinnati, coursing it down the Miami valley, at times only a few yards from the river, and contains 32 locks.

Dayton is 60 miles north easterly from Cincinnati; 68 westerly from Columbus; 17 from Xenia; 20 from the Yellow Springs; 42 easterly from Richmond, and 111, same direction, from Indianapolis, (Indiana.)

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CHARLES ANDERSON,

Attorney at Law,

Main street, (west side,) Dayton.

Will attend to all business entrusted to him in the counties of the first and the adjoining Circuits.

REFERENCES:

Gideon Frost & Co., New York.
N. Longworth, Esq., Cincinnati.
Wm. H. Pope & Co., Louisville, (Ken.)
Phillips, Green & Co., Dayton, (Ohio.)

LOWE & LOWE,

Attorneys at Law,

DAYTON,

Practice in Montgomery and the adjacent Counties.

REFERENCES: In *New York*, Willis & Brothers; Jno. & Walter Lockwood; *Philadelphia*, A. G. Lewis & Co.; Chas. B. Wainwright & Co.; *Baltimore*, Marriott & Hardesty; *Cincinnati*, Reeves & M'Lean; Storer & Spencer.

ODLIN & SCHENCK,

ATTORNEYS AT LAW,

MAIN STREET, DAYTON,

Will make collections and attend to other business of their profession, in Montgomery, and the adjacent counties.

REFERENCES: *Baltimore*, Richard C. Stockton, Esq.; Jacob Albert & Co.; Hoffmeister & Thiernan; *Philadelphia*, Wurts, Musgrave & Wurts; O'Brien, Dunbar & Co.; A. S. & E. Roberts & Co.; *New York*, Suydam, Reed & Co.; Edmund Smith, Esq.; Brown & Hone.

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HENRY STODDARD,

ATTORNEY AT LAW,

(Office next door, north of the Clerk's office,) *Dayton,*

Will attend to the collection of debts in this and the adjacent counties, and all other professional business.

REFERENCES : Tiffany, Shaw & Co. Merchants, *Baltimore.*
George C. Thomas, Merchant, *New York.*
Messrs. J. & J. V. Perrine & Co., Merchants, *Dayton.*

Firemen's Insurance Company of Dayton,

(CAPITAL $100,000.)

TAKES FIRE & MARINE RISKS.

☞Office, Main street, *Dayton.*

D. STONE, Prest.
H. A. PIERSON, Sec.

BARRETT & BROWN,

Booksellers, Stationers, Publishers,

AND

Blank Book Manufacturers,

Main street, (east side) Dayton.

A. & A. C. ALEXANDER & CO.

PAPER MANUFACTURERS,

JEFFERSON STREET, DAYTON.

[☞ See Statistics.]

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JOHN BIDLEMAN,

Boot and Shoe Maker,

WHOLESALE AND RETAIL,

HEAD OF THE STATE BASIN, DAYTON.

Richard Green,

Manufacturer of Boots and Shoes,

AND

DEALER IN LEATHER,

WHOLESALE AND RETAIL,

MAIN STREET, DAYTON.

DENNIS M'MANUS,

BOOT & SHOE MANUFACTURER,

AND

LEATHER DEALER,

MAIN STREET, DAYTON.

SAMUEL McPHERSON'S

Clothing and Edge Tool Store,

MAIN STREET, DAYTON.

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PETER BAER,

Draper and Tailor,

MAIN STREET, DAYTON.

Doct. D. S. Gans,

DRUGGIST,

MAIN STREET, DAYTON.

Christian Koerner,

APOTHECARY, DRUGGIST & CHEMIST,

Old Market street, Dayton.

DANIEL ROE & SONS,

DRUGGISTS,

MAIN STREET, DAYTON.

VAN CLEVE & NEWELL,

Druggists,

MAIN STREET, DAYTON.

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D. M'INTIRE,

IMPORTER AND WHOLESALE DEALER IN

French & English China, Glass and

Queensware,

OLD MARKET STREET, DAYTON.

SAMUEL BRADY,

DEALER IN

FOREIGN & DOMESTIC DRY GOODS,

Main street, Dayton.

T. R. & D. M. CLARK,

DEALERS IN

Fancy and Staple Dry Goods,

MAIN STREET, DAYTON.

ANDREW GUMP,

DEALER IN

FOREIGN & DOMESTIC DRY GOODS,

Old Market street, Dayton.

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HENRY HERRMAN,

Dealer in

British, French, and American

DRY GOODS,

Corner of Main and First- streets,

DAYTON.

DAVID OSBORN,

Dealer in

Foreign and Domestic Dry Goods,

MAIN-STREET, DAYTON.

PHILLIPS, GREEN & CO.

Wholesale and Retail Dealers in

Dry Goods, Hardware, &c.

Main-street, corner of old Market-street,

DAYTON.

H. G. Phillips,
Jno. W. Green,
J. D. Phillips.

C. & W. F. SPINING,

DEALERS IN

Foreign and Domestic Dry Goods,

Corner of Main and Main Cross streets,

DAYTON.

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DAVIS & WILLIAMS,

Wholesale and Retail Grocers,

NEW MARKET STREET, DAYTON.

WHOLESALE GROCERY & LIQUOR STORE.

Eastabrooks & Phelps,

Commission Merchants,

HEAD OF THE STATE BASIN, DAYTON.

D. EDWARDS,

WHOLESALE AND RETAIL

GROCER,

OLD MARKET STREET, DAYTON.

FOLEY & BABBITT,

WHOLESALE DEALERS IN

Foreign and Domestic ***LIQUORS,***

GROCERIES, &c.

Head of the Basin, Dayton.

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A. R. H. FOLKERTH,

GROCER,

OLD MARKET STREET, DAYTON.

Harshman, Rench & Co.

Wholesale and Retail Dealers in

DRY GOODS, GROCERIES, &c.

Corner of Main and Main Cross streets,

DAYTON.

☞H. R. & Co. deal likewise in Produce, and transact a General Commission business.

MYERS & KNODE,

Wholesale and Retail Grocers,

AND

DEALERS IN DRY GOODS,

Old Market street, Dayton.

WM. ROTH,

WHOLESALE AND RETAIL

GROCER,

OLD MARKET STREET, DAYTON.

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Swain & Demarest,

Wholesale Grocers, Produce Dealers,

AND

COMMISSION MERCHANTS,

Head of the State Basin, Dayton.

ALEXANDER SWAYNIE,

Wholesale and Retail Grocer,

AND

PRODUCE DEALER,

HEAD OF THE STATE BASIN, DAYTON.

HAGENBUCH'S

NATIONAL HOTEL,

MAIN CROSS STREET, DAYTON.

Franklin House:

C. SMITH,

Corner of Main and Old Market streets,

DAYTON.

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Aughinbaugh & Loomis,

WHOLESALE AND RETAIL DEALERS IN

HARDWARE, SADDLERY, CUTLERY, &c.

ALSO,

Agents for the Dayton *Gun-Barrel* Manufactory,

MAIN CROSS STREET, DAYTON.

E. M. BURR,

SADDLER, HARNESS MAKER,

AND

Dealer in Saddlery, Hardware, &c.,

OLD MARKET STREET, DAYTON.

GEST & MILLS,

DEALERS IN

Iron, Nails, Steel, &c.,

HEAD OF THE BASIN, DAYTON.

Jeremiah Gest,
John Mills.

D. STOUT,

DEALER IN

Juniata Iron and Nails, Cast Steel,

AND

ENGLISH & AMERICAN BLISTERED DITTO.

WHOLESALE AND RETAIL,

MAIN STREET, DAYTON.

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E. FAVORITE,

HAT MANUFACTURER,

SELLS BY

WHOLESALE OR RETAIL,

Corner of Jefferson and Old Market streets,

DAYTON.

L. B. & D. Jones,

TANNERS & CURRIERS,

Corner of Main and Water streets,

DAYTON.

SIMON SNYDER,

CURRIER AND

LEATHER DEALER,

MAIN CROSS STREET, DAYTON.

S. T. HARKER,

Manufacturer of Soap and Candles,

POT AND PEARL ASHES,

Head of the Basin, Dayton.

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Dayton Carpet Manufacturing Com'y,
WAREHOUSE ON MAIN STREET, DAYTON,
PEIRCE & BROWN, Agents.
[☞ See Statistics.]

Peirce & Brown, *also,*
DEAL IN
Fancy and Staple Dry Goods.

WASHINGTON COTTON MILL
AND
MACHINE SHOP;
THOMAS CLEGG,
DAYTON LOCK, DAYTON—

In connection with which is an IRON FOUNDRY, where all kinds of Castings are executed: A BOBBIN FACTORY is located in the Cotton Mill, and conducted by *Z. P. Bottom & J. Clegg.*

[☞ See Statistics.]

Dayton Gun Barrel Factory.

STRICKLER, WILT & CO.
Manufacture extensively
GUN BARRELS OF A SUPERIOR QUALITY,
COMPRISING EVERY VARIETY.

In connection with the Factory, is a *Machine Shop,* in which all kinds of Machinery are made to order. [☞ See Statistics.]

DAYTON RIFLE FACTORY,
JEFFERSON STREET, DAYTON.
WM. H. BROWN.

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LETTER XIV.

Road from Dayton, down the Miami valley—Alexanderville—Miamisburgh—Franklin—Middletown—Hamilton—Productiveness of the country, and thriving appearance of the villages—Break down—Damages repaired—Carthage—Arrival at Cincinnati—Its situation, aspect, early and progressive history—Comparative population—Streets—Municipal government—Public buildings—Banking institutions and their capitals—Newspapers—Printing—A native Sculptor.

CINCINNATI, (Ohio,) Jan. 19th, 1837.

I cannot pretend to say what were the charges, per day, for board, at the National Hotel, in Dayton, at which I stopped; I paid $2 for a period less than two days; whilst others of our company, as it was afterwards ascertained, on comparing notes, paid $1.75 and $1.25 for the same period. The stage fare to Cincinnati (60 miles) was $3—and at 5, A. M. of the 12th, we (nine of us) took our seats in a tolerable comfortable coach, with a team and driver "fair to middling"—and started.

Our road lay down a valley—the "*Miami valley*," consecrated by the blood of many a "pale-face,"* during the Indian wars;—and as the weather had been frosty here, also, the ground was frozen quite hard, and therefore a road equal to a turnpike presented itself.—At a distance of 7 miles, just after day-light, we passed Alexanderville, our way being bounded on one side by the Great Miami river, and on the other by the canal—

*Term of reproach, applied to the whites, in early days, by the Indians.

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and five miles farther Miamisburgh, (both these villages are in Montgomery county,) where we breakfasted.

Miamisburgh is a thriving place, on the east bank of the Miami river, with the canal and state road passing through it. The population is about 1,000 inhabitants. It contains a church, 4 taverns, a cotton and woollen factory, an iron and brass foundry, several mills, and 5 stores. About a mile S. E. is one of the largest artificial mounds in the state. The road here presents one continuous village for 6 miles, so dense is the population, as far down as Franklin, in Warren county. The Miami river, although its surface exhibits considerable ice, has not been frozen entirely over, during the winter. The snow continues, but not exceeding an inch in depth, and in some instances is entirely removed. In many places the corn yet remains in the field; and where it has been gathered and garnered, the inclosure of logs into which the large yellow ears have been thrown, is not roofed. On enquiry, I was informed the price of corn was 31¼ cents per bushel.

Middletown, also in Warren county, is 6 miles below Franklin; the like density of population continuing; and the same system of farming, except there are no large barns in this valley, (for swine are here substituted for black cattle,) as in New England. The soil is a rich (not black) loam: every farm has an apple orchard: the fences are good; dwellings very neat; and every thing like plenty presents itself. The rolling position of the country, beyond the river bottoms, which do not exceed probably a mile in width, induces the belief that the inhabitants are also healthy. The population of this village exceeds 1,000 persons, and has the appearance of a

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more business place than either of the foregoing ones.—About 10,000 hogs were slaughtered this season, averaging 240 pounds each. The warehouses and stores, with sample goods at the door, give the place quite a commercial appearance.

Hamilton, the seat of justice of Butler county, is 12 miles below Middletown; and, by a bridge, connects with it, seemingly, Rossville, on the opposite side of the Miami river. The number of inhabitants is nearly 3,000, and besides a commodious brick courthouse and stone jail, has 5 churches, and as many taverns; a market house; a bank; 2 newspaper printing offices; and about 20 stores and shops. A large and beautiful basin of water, used for commercial purposes, about a mile in length, connects the town with the Miami canal—several warehouses are erected upon it. About 30,000 hogs were slaughtered at this place and Rossville this season. At the Hamilton hotel, we set down to a very indifferent dinner—there were twenty persons; and all the meats and vegetables which were presented, would have been a "short allowance" for five. The landlord was present, but made no apology or attempted to account for the *dearth*.

On leaving this populous and thriving village, our stage agent, who was a sojourner *outside*, took on with him some three or four passengers—(the afternoon had become quite pleasant, and very little appearance of snow remained)—and the consequence was, that after proceeding about 7 miles, the weight being considerably too great, the shackle-pin, over which passed the thorough-brace that connected it with the forward spring, snapped in twain, and down came the fore part of our coach upon

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the axle-tree. The horses instantly stopped, but the affair produced a concussion so sudden, that one of the outside top passengers was precipitated to the ground :— whether thrown, or whether it was an act of his own volition, I know not. I was on the end of the middle seat, and was looking out of the window at the moment, when the gentleman landed from a loft on his hands and knees; he fell, as if urged by a projectile power ; for as he struck the ground, the skirts of his long black frock coat flew over his back, his hat and scratch fell a little in advance of his head, and his cane and little bundle a yard or two distant, at a right angle, with his person. He was not hurt, nor any other individual about the coach; but it was impossible to withhold a smile at his ludicrous appearance, when he looked up to see from whence he had come, and how it fared with his fellow-passengers. The introduction of a rail under the bottom of the coach, resting upon the two axle-trees, served to *buoy* us up, until we reached Springdale, 3 miles farther, where a blacksmith soon repaired the damages, and enabled us to start again in time to reach Carthage, 7 miles, on a M'Adamized road—and after ascending a tedious and rather abrupt hill, we arrived within the suburbs, and by 8 o'clock were before a good coal fire, at Dennison's, in the city, denominated " Queen of the West."

The valley on which the city of Cincinnati, and the villages of Newport and Covington are built, is perhaps the most extensive and beautiful bordering on the Ohio river. The circumference of this plain is about 12 miles, and the hills, by which it is environed, intersect each other in such a manner as to form an imperfect square ; through the north-east and south-west angles of which

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the Ohio river enters and passes out.* The northern half of the valley is bounded on the west by Mill-creek; on the north by the river hills; east by Deer-creek; and south by the Ohio. The southern half is bisected by Licking river, on the Kentucky side, which, uniting its waters with those of the Ohio at right angles, separates the villages of Newport and Covington, in that state, leaving the former on the east, and the latter on the west side of its channel. "The area of that part of the valley on which Cincinnati stands, may be estimated at four square miles. It is unequally elevated, and the upper and lower tables have received the names of hill and bottom. The latter, gradually widening, stretches westwardly from the mouth of Deer-creek, where it is but 200 feet broad, to the interval lands of Mill-creek. Its medium breadth is about 800 feet. The hill rises about 50 feet above the bottom. The ascent, which is at first steep, soon becomes gradual, and continues for the distance of nearly 1000 feet, when the surface gently declines to the base of the neighboring highlands."†

The hills which surround this extensive valley, present to the eye of the beholder one continued ridge, irregularly elevated, and of diversified configurations. They exhibit, under no circumstances, an aspect of grandeur; but are always beautiful and picturesque. Their average elevation above the plain, is about three hundred feet: and, instead of the bold and rocky declivities, which characterize the *free stone* regions of the Ohio, they present gentle and varying slopes, which are mostly covered with native forest trees. The aspect of the

*Dr. Drake's Picture of Cincinnati. †Ibid.

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valley from the surrounding hills is highly beautiful.—It is various in its character, as it is seen at different points.* In approaching Cincinnati by water, whether ascending or descending the river, the view is neither extensive nor commanding.

Cincinnati is in latitude 39°, 6′, 30″ north, and in longitude 84° 25′ west. Following the meanderings of the stream, it is distant from the union of the Allegheny and Monongahela rivers 455 miles; and from the junction of the Ohio with the Mississippi, 504 miles. Over land, it is distant from the capital of the state 110; from Sandusky City, 200; from Indianopolis, (the capital of Indiana) 120; from Frankfort, (the capital of Kentucky) 85: from Natchez, 680; from Nashville, 270; from New Orleans, 860; from St. Louis, 350; from Pittsburgh, 300; from Louisville, 105; from Baltimore, 518; from Philadelphia, 617; and from New York, by the way of Lake Erie and the Erie canal, 850; from Washington City, 500. The upper plain of Cincinnati is 539 feet above the Atlantic ocean, and 25 feet below the level of Lake Erie. Low water mark on the

*One of the views most worthy, perhaps, of attention, may be had at an early hour on one of the foggy mornings of August, or September. A spectator, under such circumstances, placed upon one of these hills, will find himself elevated quite above the dense vapours of the river: he will behold the sun rising free from all obscurity, while the plain below him is lost in one unbroken sheet of fog, presenting the appearance of an unruffled lake. As soon, however, as the rays of the sun fall less obliquely upon this expanse of vapour, it becomes rarefied, and assuming the appearance of fleecy clouds, passes away to rarer regions, gradually disclosing the city, the river, the villages, the numerous steamboats, and all the countless objects of the valley.—[" *Cincinnati in* 1826."

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Ohio, at this city, is 431 feet above the Atlantic ocean, and 133 feet below Lake Erie.

On the first of March, 1786, (says the Cincinnati Directory,) the Ohio Company was formed at Boston, consisting of officers and soldiers of the revolution, who by an act of Congress were entitled to a military grant of land in the territory north west of the Ohio river. This company contracted with Congress for one million five hundred thousand acres, on the 27th Nov. 1787. On the 7th of April, 1788, Gen. Rufus Putnam, with forty-six others, arrived and pitched their tents, and commenced clearing the ground where Marietta now stands.—This was the first permanent settlement in what now forms the state of Ohio. In 1788, Arthur St. Clair was appointed Governor of the north-western territory, and entered upon the duties of his office about the first of June. In September the first court was holden in the territory. In the winter of 1786, Mr. Benjamin Stites, an inhabitant of Red Stone, on the Monongahela, went to New York, with the view to purchase of Congress a tract of land between the Miami rivers. On becoming acquainted with Mr. John Cleves Symmes, then a member of Congress, he represented to him the character of the Miami country, and solicited his influence and co-operation in effecting the purchase. Mr. Symmes preferred having some personal knowledge of the country before a contract should be completed. He accordingly crossed the mountains, and descended the Ohio as far as Louisville, Kentucky. On his return, the contemplated purchase was made in his own name. The tract contained one million of acres, lying on the Ohio river, between the Miamies. Soon after Mr. Symmes sold to-

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Matthias Denman the entire section number 18 and fractional section number 17, in the 4th township. Not long after, Denman made Col. Robert Patterson and John Filson, of Kentucky, joint proprietors with himself in the tract he had purchased; Denman's purchase, together with the fractional section No. 12, forms the present site of Cincinnati. In September, 1788, Filson was killed by the Indians. His share then reverted back to Denman, who subsequently sold it to Israel Ludlow. In June, 1789, this gentleman, with about twenty others, commenced a settlement on his purchase. They erected three or four log cabins, the first of which was built on Front street, near the corner of Main and Front. The town was first called Losantiville.* During the winter, Mr. Ludlow surveyed and laid out the town, then covered with a dense forest, marking the course of the streets on the trees. About the first of June, Major Doughty arrived at Losantiville with one hundred and forty men, and commenced the building of Fort Washington, situated on the eminence, on Third street, where the Bazaar now stands, and before the close of the year it was nearly completed. On the 29th Dec., Gen. Harmer, with 300 men, took command of the Fort.

The population of Losantiville consisted of eleven families and twenty-four unmarried men, with about twenty log cabins, mostly on the lower bank. In Jan.,

*Filson, whose name is mentioned above, as killed by the Indians, gave it this name, with reference to its situation, opposite the mouth of Licking river, on the Kentucky side of the Ohio. The Greek word *os*—the Latin word *anti*—and the French word *ville*:—the *L* representing the word *Licking*—[*L-os-anti-ville*]—"Village opposite Licking" river.

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1790, Governor St. Clair, and the judges of the Supreme court, arrived at Losantiville, and organized the first judicial court in the Miami country. At this time the Governor gave to Losantiville the name of Cincinnati.—The first President Judge of the Court of Common Pleas, was William Goforth; associates, Wm. Wells and William M. Millen; John S. Gano was appointed clerk of the court, and John Brown sheriff. Cincinnati had an increase in its population this year of about forty families, and the cabins erected amounted to nearly the same number; the first two frame houses were built this year. In 1791, Cincinnati had little increase in its population; about one-half of the inhabitants were attached to the army, and many of them killed. In 1792, the first school was established in Cincinnati. In the fall of 1793, the small-pox broke out among the soldiers at Fort Washington, and spread through the town with such malignity, that nearly one-third of the citizens and soldiers fell victims to its ravages. After the defeat of the savages, in 1794, by Gen. Wayne, emigrants began to flock across the mountains in great numbers. In June, 1795, Cincinnati contained 500 inhabitants. In January, 1802, the territorial legislature incorporated the town of Cincinnati; and in 1803, the State Government went into operation. In the year 1819, Cincinnati was incorporated into a city; the number of inhabitants at that time was 10,283.

Population.—In 1795, the number of inhabitants was 500; in 1800, 750; in 1805, 960; in 1810, 2,320; in 1813, 4,000; in 1819, 10,283; in 1824, 12,016; in 1826, 16,230; in 1829, 24,148; in 1833, 27,645; in 1835, 29,000; in 1836, 30,000.

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The table land of Cincinnati, and the order of arrangement of the streets, reminds a person who has seen both cities, very forcibly of Philadelphia.—There are seven streets, 66 feet wide, 396 feet apart, and running from the river north, 16° west, between Broadway and Western Row. The cross streets, which are of the same width, intersect these at right angles, and lie the same distance apart, except Water and Front, and Second and Third streets. Each square was originally divided into eight lots, 99 by 198 feet, except those lying between the streets last enumerated. The streets in that part of the sity east of Broadway, which run north, 44° west, are but 60 feet in width, and lie at the same distance from each other as those in the part of the town first laid out; but the cross streets which run parallel to the river are something nearer each other.—The donations by the proprietors are a fraction of a square designed for a public common, south of Front street, and between Main and Broadway; and an entire square on the west side of Main, between Fourth and Fifth streets, one-half of which was conveyed to the First Presbyterian Church, and the other to the County Commissioners.

Cincinnati is governed by a Mayor and City Council. It was first incorporated in 1802; since which its charter has been repeatedly modified. By the present instrument, the municipal power of the city is vested in a city council, consisting of three Trustees, annually chosen, by the qualified voters, from each of the five wards of the city. The qualified voters are those who have the qualifications of an elector for members of the General Assembly, and have resided one year in the city.—

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The qualifications for a trustee are three years residence in the city, one year in the ward from which he is elected, and the possession of a freehold.

The Mayor is chosen biennially by the people, and besides his judicial duties, is the general superintending and executive magistrate of the city.

The Aldermen are elected by the people, also biennially. They are associate judges of the city court.

The Court house and Jail are in the north easterly part of the city, near the canal. The Cincinnati and Medical Colleges, are withdrawn from the streets, or located in a quiet section of the city. The churches are removed from the noise and bustle incidental to large places, and the Banks, Insurance, and other public offices, are, as they should be, in the most public parts possible. There is also here, in a good location, the *Western Museum*, an institution which has been very liberally patronized in the way of contributions, to its animal, vegetable, mineral and fossil deposits, by many of our most respectable citizens in various parts of the United States. Much science is displayed in the order of arranging the many and various rarities.

There are 5 Banks and a Savings Institution. The *Ohio Life Insurance and Trust Company*, has a capital of $2,000,000 : Micajah T. Williams, Prest.; Sam'l. R. Miller, Sec'ry.; and J. M. Perkins, Cash.—The *Commercial Bank*, with a capital of $1,000,000 : J. S. Armstrong, Prest.; and William S. Hatch, Cash.—The *Franklin Bank*, (government deposits,) capital $1,000,000 : John H. Groesbeck, Prest. and Augustus Moore, Cash.—The *Lafayette Bank*, with a capital of $1,000,000 : Josiah Lawrence, Prest. and W. G. W.

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Gano, Cashr.—The *Miami Exporting Company Bank*, with a capital of $600,000: J. C. Wright, Prest. and J. G. Lamb, Cashr.—And the *Cincinnati Savings Institution*, of which George W. Jones is President, and H. H. Goodman, Secretary.

There are 4 newspapers published daily, and about 12 other periodicals.

If the making of types and books would alone entitle a city to the appellation of "literary emporium," then would Cincinnati be that of "the west;" but the *materials* of which those books are composed, in most instances, originate with gentlemen who dwell here, hence the double pretension to such a claim. The printing which is annually executed in this city, is immense, as will be seen hereafter, when I have a better opportunity of ascertaining particulars.

Some attempts have been made to promote the Fine Arts, but not with that success, perhaps, which a few more years will be better calculated to effect. I have been invited by a friend into the establishment of a *stone cutter*, to look at some pieces of Statuary, executed by him, and was much gratified to perceive how nearly a free stone block was made to resemble human life, by a chisel in the untutored hand of Mr. *Shubael Clevenger*, a native artist. The pieces were as large as life, and were *likenesses* of some of the most distinguished citizens of the city. I am deprived of the pleasure of seeing Mr. C., he being at present at North Bend, executing a bust of Gen. W. H. Harrison.

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LETTER XV.

Cincinnati continued—Its composition—Education—Market houses and markets—Dwelling houses—Ware houses—Pork houses—Slaughtering Hogs, number killed, &c.—Manufactures—Water Works—Fire department.

CINCINATI, (Ohio,) Jan. 24th, 1837.

This is a pretty place, and a business place, too—but the manners of the people are not those of the *same* people. Here is evidently a compound of elements—one possesing a centrifugal, the other a centripetal property. Each state of the union has contributed its quota of inhabitants—the better and more liberal minded prevail, or are the more prominent in business.

The aspect of the place has not much diversity. The public buildings carry in their external appearance, generally, the object for which they were created. The churches would not be mistaken for theatres or banking institutions; but the ten public school houses, so lofty and handsome is their finish, might, without rather a close scrutiny, be mistaken by a stranger, for a place of worship, instead of a house at which children were taught at the expense of the city. This is certainly an evidence that respect is here paid to education, which is not often to be met with elsewhere. Here are four market houses, and a market at one of them every morning in the week, except Sunday. They are well supplied with meats and vegetables in abundance, and cheap. Upwards of 400 wagons were counted at the market in fifth street, a few mornings since—Beef sells at 6 to 8 cts. per lb.; Pork, ditto; Turkeys, 50 to 75 each; Geese, 37½; Chickens,

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25 a pair; Butter, 19 cts. per lb.; Potatoes, 50 cts. a bushel; Apples, 25; Flour, $8 per bbl.—Wood, $3.50 per cord—Coal, previously delivered, at 12a15 cts. per bushel.

The streets are paved, not lighted; and some of the dwellings upon them, occupying spacious lots, surrounded with shrubbery, and enclosed with iron railing, would be viewed with jealousy, could they be seen by some of our Atlantic imitators of European extravagance. However, this liberality of appropriating property in part for public good, while it tends to place the owner before his fellow-citizens as a man excelling in wealth, living at ease, basking among roses, &c. contributes very materially towards the free circulation of the air, and thereby adds to the general health of the city. It is much to be preferred to the principle of sticking a warehouse or shop in every nook, and putting tenants into them, who are alike indifferent to cleanliness as to any thing else, provided they can make money. Spacious brick houses, elegantly finished outside and in, clean streets, side-walks swept, are indications of the right description of a population—and that the place is healthy.

There were 200 brick buildings erected last year, among them four churches, and two banking houses—(La Fayette and Franklin,)—both under the same roof and presenting one colonnade front. It is a very handsome edifice; and the churches are not surpassed in elegance, but by few in the union. The city is without a theatre—its late one was burned.

Main street is to Cincinnati what Broadway is to New York: but this city also *has* a Broadway. The former extends from the Ohio river at right angles until it inter

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sects the canal in the northern suburbs. Warehouses, stores, manufactories, and pork houses, are to be found on Main street; and, as in every other city, there is a point more attracting than another—in this it is Mr. Platt Evens' lot to be distinguished—and the front of his store, with his large plates of French glass, through which may be viewed every article almost, of Fancy, continues to attract crowds of men, women and boys, from morning till night—when the day is pleasant, much to the annoyance of foot passengers.

The warehouses of the grocers, iron dealers, and commission merchants, are of vast capacity, in depth and height—and the pork and warehouses on the canal, are expansive—all of brick, many of them new, built and fastened in the most substantial manner. The warehouse of Messrs. Miller & Lee, I was induced to measure—it is 150 feet deep by 75 wide; others may be as capacious, probably Mr. L. Pugh's,—possibly more so—at all events, if no other motive would prompt a stranger to visit this section of the city, curiosity should—and blocks of buildings, dead hogs, barrels of pork, and the process of hog-killing, which is going on a short distance beyond, (at this season of the year,) although the latter may be a process rather sanguinary for delicate nerves,—it is the "vocation," and contributes materially to the support of thousands, of "gentiles" at least—and the time of a stranger, if not otherwise engaged, would not be thrown away in viewing the process.

While I am on the subject of "*hogs*," I might as well "*go the whole.*"

There were 21 houses, engaged in the business of packing in this city, this season. One hundred and five

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thousand hogs were slaughtered in Cincinnati, and twenty thousand estimated to have been slaughtered, and afterwards brought in, making the aggregate 125,000.—Mr. John W. Coleman, to whom I am indebted for my information, is the gentleman who superintends the whole process, (except for three houses,) from the time the hog is penned, until he is ready for cutting up. It is the task of 20 men to knock down, bleed, scald, remove the hair, bristles, and entrails, and have in readiness for the cleaver, 620 hogs in 8 hours; which constitutes the day's work at this business. Mr. C. has ten slaughter houses, at each of which he has a gang of operatives. The houses are large and adapted to the purpose, with kettles constantly filled and water boiling at a certain temperature. Attached to the houses are *pens*, of different dimensions, capable of containing from 50 to 1000 hogs. Before the operation of slaying commences, the hogs are driven into a smaller pen until they are quite compact, the executioner, with a sledge hammer, then enters the pen upon the backs of the animals, and commences "the work of death." Each blow fells the animal on which he stands; and as the hog can only gradually settle down, by reason of the pressure of his neighbors, the executioner steps to another, and another, making his mark as he passes along, until he has passed over the whole herd. It reminded me of a man on a raft of logs, the logs rather loosely secured, and no one sufficient to support him, or he could not balance himself upon it; and as it rolled, shewing a tendency to deprive him of his foothold, he to save himself, would pass on to another.—When they are all knocked down and removed within the building, the knife is passed into

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the throat: this ceremony being finished, and the blood ceased to flow, the animal is put into the kettle, and in nearly the next instant upon a bench, where iron scrapers soon remove the hair and bristles, and he is then hung up in the centre of the building, as well to cool as to have his entrails removed. This finishing process requires only the time of a moment—and when he is taken down, is removed to the packing house, where a system is also practised in cutting, salting and barrelling him for use. Mr. Coleman's perquisites, for the services thus performed, are the fat and grease of the entrails, and the bristles, amounting probably to fifty cents for each hog.

Besides the 125,000 slaughtered in, and brought to, this market, it is estimated, from information on various points on the canal, (my last letter put down 40,000 at Middletown, Hamilton and Rossville,) that there cannot be less than 55,000, put up in other places, which must be exported from Cincinnati—the total number of hogs, at this place, this season, will therefore be 180,000.

In the winter of 1833–4, 123,000 hogs were slaughtered in Cincinnati; in 1834–5, about 160,000; in 1835–6, not more than 80 or 90,000. Comparing the amount of the last two seasons, it will be perceived, that the high price of pork in 1836 was not fictitious, but arose out of the actual diminution of supply.

The average weight of the hogs this season is supposed to be 220 lbs., and the average price 7 cents per lb., making $15 40 for each hog.

The first cost of the hogs is then 2,772,000 dollars.

To this must be added for cooperage, salt, and packing, 300,000 dolls. for barrelled pork, and 100,000 for lard. The total prime cost of pork, lard, and hams, ex-

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ported from Cincinnati, is about 3,172,000 dollars.—Thus, then, the export of a single article from Cincinnati exceeds three millions of dollars!

"It is worth while to look for a moment (says the Cincinnati Republican,) at the mode in which the proceeds are distributed in the community. In the first instance, four-fifths of the prime cost of pork is paid to the farmers. Among the raisers of pork, however, there are generally two classes of persons—the grower and the fatter. With wealthy farmers, these are often united; but they are also frequently separated. Thus, a small farmer raises a few hogs, which, while young and poor, are sold to one who fats them for the market. Both processes are profitable. Another portion of the proceeds, near 200,000 dollars, go to the coopers; another to the salt manufacturer, and another to the packers.—The merchant's profits are the excess of price paid in a foreign market, and are made upon the employment of his capital, united to his skill and enterprise.

"In this account, we see that the largest portion of profits go to the agriculturist. It is made, however, by means of commerce, bills of exchange, and bank notes—things which are not unfrequently the utter abhorrence of the very class of persons who derive the ultimate profit from them. How little understood are the first elements of political economy! If agriculture supplies the necessities of life, it is no less true, that commerce yields the comforts, refinements and wealth of society."

There are at this time in operation, 14 Iron Foundries and 10 Machine Shops; the aggregate of their productive value I will give in the summing up. It may be

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well enough, for the present, to particularize the following:

The *Cincinnati Rolling Mill* manufactures into bar, boilers, sheet iron and nails, 2,000 tons blooms, annually,—employs 80 hands, and consumes 140,000 bushels of coal.

The *Covington Rolling Mill*, in Covington, opposite Cincinnati, was built in 1832, and cost $76,000—is propelled by steam power; employs from 120 to 130 hands; manufactures at present, from pig metal and blooms, about 1,200 tons bar iron, and 200 tons of nails, per annum. Mr. R. Buchanan is the Agent.

The *Hamilton Foundry* of Messrs. Harkness, Voorhees & Co., corner of East Front and Lawrence streets, employs 120 hands; has three steam engines, two of 8, and one of 12 horse power; consumes 60,000 bushels of coal per annum, and uses in the same time 150 tons of boiler and 700 tons of pig iron. At this establishment is an engine, of superior workmanship, nearly finished, for a steam boat on Lake Erie, the cylinder of which is 28 inches in diameter, and 8 feet stroke.

The *Iron* and *Brass Foundry* of Messrs. Goodloes & Coon, is driven by steam power, and employs 50 hands. Attached to this foundry, is a Wool Carding Machine and Fulling establishment.

The *Franklin Foundry* and *Steam Engine Shop*, owned by Messrs. Yeatman, Wilson and Shield, is driven by steam power, and employs about 60 hands.

The *Covington Cotton Factory*, at Covington, (Ken.) opposite Cincinnati, Mr. R. Buchanan, agent, was built in 1828, and cost $66,000—has in operation about 2,200 spindles, employs from 60 to 70 hands, (large and small,)

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and manufactures upwards of 300,000 lbs. of yarns, No. 5 to 20, per annum—has 22 looms, not in operation.

The *Machine Card Manufactory*, Mr. A. C. Brown, Agent—employs from 30 to 40 hands, and manufactures all kinds of cotton and woollen machinery and machine cards.

The *Type* and *Stereotype Foundry* of Messrs. J. A. James and Co., who are also extensive publishers, is in Baker street, between Walnut and Vine. From 20 to 30 hands are constantly employed in their foundry, and all orders received by them are executed with promptness, and the utmost fidelity. This is the only establishment of the kind to the west of the Allegheny mountains.

The *Cards* of many of the manufacturers, in iron and brass, as well as dealers in stoves, grates, cooking utensils for steam boats, and for families, will be found hereafter, classed, and given with those of the merchants and other business men, of Cincinnati.

[I have named Covington, in Kentucky, in the foregoing. Opposite to this city are Newport and Covington; the former on the east, the latter on the west side of Licking. Both are flourishing manufacturing towns, and although in Kentucky, their interests are identified with Cincinnati. The former is the seat of justice of Campbell county, and besides a courthouse, has an arsenal and military depot for the United States. Steam boats are constantly crossing the river to and from each place.]

This city is supplied by water forced from the Ohio river, by steam power, into a reservoir of 1,600,000 gallons, at an elevation of 158 feet, on the hill above Deer

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creek, above low water mark, and about 30 feet above the plane of the city. The water is conveyed to the city in iron pipes, two miles in length, and thence through the principal streets in wooden ones, 22 miles of which are laid. The establishment is owned by an incorporated company.

The Fire department is good. It is divided into brigades, each of which has two engines, a hose company, with 150 members. The officers of each consist of a chief, one or more assistant directors, &c. There are 10,900 feet of hose belonging to the department, and there are 13 companies of engines and hose, and 27 fire cisterns, suitably located through the city, which are supplied with water from the water works, and hold, each, from 500 to 700 gallons of water.

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LETTER XVI.

Cincinnati continued—Internal Improvements—Statistics of 1815 to 1819—Statistics of 1826—Statistics of 1836—Cards of Merchants, Manufacturers and other business-men.

CINCINNATI, (Ohio,) Feb. 1st, 1837.

The Internal Improvements at present in progress, the most prominent of which is probably the Rail Road from Charleston to this city, will ere long be sources ot great wealth to it;—and in proportion as emigration sets to the westward,—as the lands yield their abundance—as manufactures increase—and commerce continues to spread its sails to waft the surplus of our productions to other and distant climes—so in proportion, (if no *accidents*, or general *mortality* through the country, occur,) will western property become enhanced in value: and those cities, possessing the greatest local advantages, and presenting the least objectionable feature, will profit by the circumstance, and *may* rise to greater wealth, splendor and happiness! What city at present, in the west, combines *greater* facilities, than this? But her *people* must be prudent, as well as industrious and enterprising.

A friend has placed in my hands an old book, in which I find an article,—although as far back as seventeen years, it is as appropriate now as it was then, which I intend to introduce shortly, into this letter. But firstly, about the Internal Improvements—those which have been contemplated, in connection with Cincinnati, will probably all be completed, at as early a date as the peculiar condition of labor, and the finances, in this coun-

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try, will admit. Beside the one named, among the others are, the White Water Canal, which by 22 miles of canal and 2 locks, will connect this city with the whole improvement system of Indiana. The Little Miami Rail Road, forming the link between this city and Mad River Rail Road, at Springfield—and thus completing the whole line from this place to the Lake. These, with the continuance of various M'Adam roads, are rendered certain, by a bill before the present legislature, which is at present in progress and will undoubtedly pass—pledging the *credit of the state*, to Rail Roads, and M'Adam roads—to *one-third, and one-half the subscription.*

The old volume to which I have alluded, contains an article on the subject of manufactures of the year 1819, the amount of which, exclusive of two iron foundries, a woollen factory, glass works, sugar refinery, &c. was $1,059,459. The total number of hands employed was 1238.

The imports into this city, from places east and south of it, during the year 1815, amounted to $534,680; in 1816, to $691,075; in 1817, to $1,442,266; in 1818, to $1,619,030. The imports of 1819, a year memorable in the annals of commercial distress, were estimated at only about half a million; but by prudent management; by *living within their means*; by dispensing with many imported luxuries, and relying upon their own resources, these people were enabled, by the exportation of the production of their soil, not only to reduce to a *par* the exchange which had got up against them, but actually created a balance in their favor, as will be seen below:

The exports, as nearly as they could be ascertained, from this city, from October, 1818, to March, 1889, were—

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Flour, inspected for exportation, 130,000 barrels, at 5 dollars per barrel,	$650,000
Pork, 10,000 bbls. at $15 per barrel,	150,000
Bacon Hams, pickled, 340 casks, weighing, in the whole, 276,000 lbs. at 8 cts. per lb.	22,080
Lard, 5,600 kegs, weighing, in the whole, 420,000 lbs. at 11 cents per pound,	46,000
Tobacco, 6,000 kegs, weighing, in the whole, 600,000 lbs. at 11 cents per lb.	66,000
Whiskey, 2,500 bbls. or 80,000 gallons, at 50 cents per gallon,	40,000
Cotton Cloths, sold to government,	15,000
Live Stock, sent to New Orleans,	15,000
Butter and Cheese,	10,000
Potatoes, *Beans* and *Corn Meal*,	20,000
Probable amount of goods sold and transported from Cincinnati to Indiana, Illinois and the Missouri territory,	300,000
Total amount,	$1,334,080
Amount of imports for the year 1819,	$500,000
Balance of trade in favor of the city,	$834,080

"By glancing at the above statement, says a writer of that day, (which, although not precisely accurate, it is presumed gives a fair balance,) it is evident, that we have no reason to be discouraged under our present embarrassments, provided we pursue the same prudent policy in regard to our imports, and continue to make as large exports as the resources of the country will admit.—From the rapid improvements in agriculture, the increasing number of steam boats, and the enterprizing spirit

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of our merchants, the time cannot be far distant, when the resources of the country will not only restore an equilibrium of trade, but hold that ascendancy which our natural advantages entitle us to. For let it be considered, that the country between the Miamies contains above 5,000 square miles, and that the territory west of the Great Miami, on each side of the boundary line, between Ohio and Indiana, which will principally depend upon Cincinnati for a market, contains the same quantity. This territory of 10,000 square miles, or *sections*, contains 40,000 *quarter sections*, or farms of 160 acres each. If each of these quarter sections were actually settled, it would afford a population of 40,000 families, and reckoning six persons to each family, 240,000 souls. The whole of this body of land is in general level, arable and fertile, and a great portion of it already actually settled. Supposing each farm to afford only two tons of surplus produce for exportation, and we should supply New Orleans annually with 80,000 tons, an amount which would freight 800 steam boats of 100 tons burden! If this calculation should appear to any one to be extravagant, he has only to reflect that it is a work of time to clear and subdue the forest, and to reduce a plantation to a state of cultivation. It requires several years labor of the husbandman, who settles upon a piece of wild land, before he can raise a sufficiency to support his family. Agriculture, with us, has been, and still is, in its infant state. Perhaps, on an average, not more than one-twentieth of the good arable land has as yet been reduced to a state of cultivation. We have, however, already a large surplus, which will increase in a ratio almost beyond calculation; and if the industry and en-

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terprize of our citizens receive a proper direction, our exports may hereafter always exceed our imports."

The value of manufactured articles, or, in other words, the productive industry of the artizans and mechanics of Cincinnati, for the year 1826, was $1,850,000. The joint work of B. Drake and E. D. Mansfield, Esqs., a book entitled "Cincinnati in 1826," gives in detail the number of operatives, and the productive amount of the respective establishments to which they belonged, for that year. Among the heavier sums, that of 35 tailors' and clothiers' shops, employing 132 men, and 467 women, is $172,815; 500 carpenters, $165,000; 110 bricklayers, stone masons and plaisterers, 37,650; 7 hatters' shops, 95 hands, 123,200; 5 steam engine and finishing establishments, 126 hands, 134,000; 3 steam boat yards, 200 hands, 105,000; 4 iron foundries, 54 hands, 59,400; 10 tanneries and currying shops, 66 hands, 76,500; 13 cabinet furniture shops, 104 hands, 67,950; 11 soap and candle factories, 48 hands, (451,000 lbs. soap, and 332,000 lbs. candles,) 51,500; 9 printing establishments, 58 hands, 52,000. At these nine printing establishments, 7,200 newspapers were printed weekly, or 175,000 per annum—at the same offices, during the year in question, were printed 61,000 Almanacs, 55,000 Spelling Books, 30,000 Primers, 3,000 Bibles, 3,000 American Preceptors, 3,000 American Readers, 3,000 Introduction to the English Reader, 500 Hammond's Ohio Reports, 500 Symme's Theory, 3,000 Kirkham's Grammar, 1,000 Vine Dresser's Guide, 14,000 Pamphlets, 5,000 Table Arithmetics, 2,000 Murray's Grammar, 1,500 Family Physician, and 14,200 Testaments, Hymn, and Music Books.

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The *Imports*, during the same period, amounted to $2,528,590—which consisted of iron, of various character, castings, pig metal, nails, lead and shot, copper, tin plate and glass ware, queensware, cotton, salt, coal, lumber, indigo, coffee, tea, sugar, fish, liquors, spices, &c. and dry goods—the latter in value $1,100,000.

The *Exports*, same period, to $1,063,560—amounting to $1,465,030 *against* the city. The exported articles consisted of flour, whiskey, pork, lard, hams and bacon, feathers, bees' wax, cheese, butter, ginseng, beans, tobacco, linseed oil, bristles, hats, cabinet furniture, candles and soap, type and printing materials, beer and porter, clocks, clothing, hay, grain, fruit, (green and dried,) cigars, coopers' ware, window glass, castings, tin ware, ploughs, wagons, stills, horses, poultry, &c.

"Of the imports into Cincinnati, (observe the same gentlemen,) most of the Dry Goods, and lighter articles, are brought from New York, Philadelphia and Baltimore, over the mountains to Wheeling, or Pittsburgh, and thence down the river. The Groceries, Queensware, and other heavy articles, are brought up from New Orleans. The Iron, of which large quantities are consumed here, and sold to the surrounding country, is principally brought from Pittsburgh; Sandy and Licking rivers, in Kentucky; and from Paint and Brush creeks, in Ohio. The Bar Iron of Sandy is esteemed, by those who use it, equal in quality to any other; that of Licking also sustains a high reputation.

"The Castings come principally from Brush creek, and those of that place bear a higher price in market than any others. Nails come from Pittsburgh and Boston—

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many from the latter place—a strong comment upon the deficiency of our manufactures.

"Lead is brought from Missouri; Salt from the Conemaugh works, in Pennsylvania, and those upon the Kenhawa, in Virginia.

"The pine Timber and Boards used here are floated down in rafts, from near the sources of the Allegheny river—chiefly from the immense forests of pine around Olean Point, in New York. No pine of any consequence is found on the Ohio, though locust, oak, black walnut, and other valuable kinds of timber, are in the greatest abundance.

"Of our Exports, the principal part are carried to the West Indies and South America. Pork and Whiskey find a market in the Atlantic cities. Lard is consumed in Cuba and South America, as a substitute for Butter. A portion of all these articles, with many others, constitute the supplies, furnished by contract, for many posts of the United States Army. No inconsiderable quantity is consumed by the districts bordering on the Lower Mississippi."

The business of the Miami canal, for the last year, (1836,) follows: it speaks a language not to be misunderstood in favor of internal improvements—

Amount of	Whiskey received	54,721 bbls.
do	Flour	50,969 do.
do	Pork	16,345 do.
do	do in bulk	3,843,435 lbs.
do	Lard	133 bbls.
do	do kegs	37,686 kegs.
do	Linseed Oil	256 bbls.
do	Corn	24,120 bush.

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do	Oats	5,772 bush.
do	Butter	139 bbls.
do	do	405 kegs.
do	Wood	7,715 cords.

Amount of Exports.

18,713 bbls. Salt.
794 bales of Cotton.
16,889 bushels of Coal.
146,889 feet of Boards.
4,198 M. Shingles.
18,776,686 lbs. of Merchandize, consisting principally of Dry Goods, Nails, &c.

The Packets made 417 trips, and paid tolls into the Cincinnati office, to the amount of $3,306.70—and supposed to have paid the same in Dayton.

The whole amount of tolls received on the Miami canal, falls a little short of $50,000.

The following statement is the result of enquiries made by a committee of mechanics, appointed for the purpose, a few weeks since, by the citizens of this place; and although some items, it is since ascertained, have been omitted, which would probably have increased the amount a few hundred thousand dollars more, yet enough is presented to shew the great importance of Cincinnati as a *manufacturing city:*

"The committee to whom were referred the duties of collecting information of the amount of mechanical and manufacturing business done annually in the city of Cincinnati, beg leave to present the following report:

Machinists and foundries, - - -	$2,399,100
Ship carpenters, - - - -	364,900
Blacksmiths, - - - -	950,000

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Bakeries,	309,000
Cabinet makers,	294,000
Hat manufactories,	344,000
Silver plate,	93,000
Stone ware manufactories,	531,000
Tin ware,	340,000
Carpenter work,	1,500,000
Brick makers,	217,000
Brick masons,	197,000
Saddlers,	144,600
Chair makers,	94,300
Tobacconists,	86,000
White lead manufactories,	94,000
Book publishers, binders, &c.	294,200
Coach manufactories,	198,000
Cooperage,	140,000
Shoes,	86,000
Woollen manufactories,	46,000
Stone cutting,	67,000
Flour manufactories,	95,000
Oil do	88,000
Clothing do	384,000
Plane making,	73,100
Edge tools,	49,000
Looking glass manufactories,	35,000
Upholsterers,	59,000
Chandlery,	94,500
Painting,	49,000
Cordage,	111,000
Combs,	26,000
Paper Hangings,	22,000
Lath and plastering,	85,000
Tanners and curriers,	500,000
Plumbers,	90,000
Sawyers of timber,	467,000

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Saddle-tree manufactories,	$39,200
Locksmiths,	23,000
Type foundries,	72,000
Card manufactories,	93,000
Breweries,	164,000
Cotton gins,	96,300
	$12,388,200

That portion of the subject-matter, in reference to the business of Cincinnati, which is embraced in the two preceding letters, including the previous part of the present, has been summed up by a gentleman of this city, well known for his statistical knowledge, and is here introduced as the

STATISTICS OF CINCINNATI IN 1836.

Steamboat building.—There have been enrolled at Cincinnati, in 1836, 35 Steamboats, measuring 8,050 tons; averaging 230 tons each; cost $830,000; averaging $23,450 each.

Exports of Cincinnati.

Of Pork,	$3,000,000
Of Flour,	600,000
Of Whiskey,	750,000
Of Manufactures of Iron,	2,000,000
Of Ship Carpentry,	350,000
Manufactures of Hats, Furniture, Beer, Clothing, Silver Plate, Books, Leather, Saddlery, &c.	900,000
Miscellaneous articles,	400,000
Total Exports,	$8,000,000
Total value of the products of *Mechanical labor*,	$12,500,000

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Under this head are included *fourteen foundries*,—of which several do business, amounting to from *one* to *three* hundred thousand dollars each; and employing in the aggregate from eight to *nine hundred hands.*

Nine or ten *Machine shops* doing business, amounting to from 30 to $80,000 each; and employing three or four hundred hands.

One *Rolling* and *Slitting Mill* of the largest class; ten large *Breweries*, manufacturing about 30,000 bbls. of beer; several *Flour Mills*; six or seven *Steam Saw Mills*; many small miscellaneous manufacturing establishments; among the rest, a large amount of *School Books* are manufactured and distributed through the west and south west.

Of the *Imports*, it is impossible to state the exact amount; but, it is known, that it cannot be far from that of the exports. Large amounts of dry goods, coffee, sugar, &c. &c. are sold to eastern Indiana, as well as Ohio.

The total *business* of Cincinnati, may be approximated thus:

Exports, . . .	$8,000,000
Manufactures, exclusive of what is included in the exports, . .	10,000,000
Imports, ...	8,000,000
Miscellaneous, . . .	2,000,000
Total,	$28,000,000.

This is probably *under* the real amount of business done in Cincinnati; and were the adjoining towns of Newport and Covington included, with others immediately connected with the city, it would probably amount to 35 or 40 millions, of business legitimately, and properly done at Cincinnati.

BANKS.

There are five Banks in Cincinnati, whose capital, and discounts are, as follow :

Name.	Capital.	Discounts.	Circulation.	Specie.
Ohio Life Ins. & Trust,	$628,594	$1,423,265	392,595	169,007
Commercial,	1,000,000	3,826,010	1,115,548	654,561
Franklin,	1,000,000	1,973,150	485,478	239,559
La Fayette,	1,000,000	1,982,648	478,083	141,872
Miami Exp. Co.	292,955	683,669	383,645	108,233
Total,	$3,911,549	9,888,742	2,855,349	1,311,232

PUBLIC SCHOOLS.

Cincinnati is divided in 10 School Districts, in each of which is erected a large, neat and commodious two story edifice, with a cupola,—for the accommodation of the *Public Schools.* These are divided into four rooms, in each of which is an instructor, and a large school—one of the instructors is superintendent, and the others assistants :—There are in all about 3,000 children in the schools.

COLLEGES.

Cincinnati College—has been revived with a prospect of great success. It has in its various sections the present winter, the following students, viz :

Medical Students,	86
Law Students,	18
Collegiate and Preparatory,	90
Total,	194

The *Woodward College,* was a Grammar School, richly endowed, by Mr. William Woodward, and now incorporated,—number of Students—about 130.

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The *Medical College of Ohio*, is exclusively a medical institution, chartered, and patronised by the State,—number of Students—178.

The *Lane Seminary* is a Presbyterian *Theological Seminary*, incorporated, and in full operation, on the Walnut Hills, 2 miles from Cincinnati,—number of Students—42.

In addition to these, the Baptist denomination have taken measures to constitute a Theological Seminary, in the town of Covington, opposite Cincinnati.

The total number of Students, in the Collegiate establishments, is as follows—

		Of Professors,
Theological,	42	4
Law,	18	2
Medical,	264	13
Collegiate,	220	8
Total,	544	27

This number, it is believed, will be greatly augmented during the coming season.

Besides these,—there are more than 500 scholars in the various private academies, male, and female. It is obvious, then, that Cincinnati is *far ahead* of any place, in the west, in its *educational advancement*; and with the exception of Boston, probably, in proportion to its population, of any in the United States.

CHURCHES.

Of these, there are

Episcopal,	2
Methodist Episcopal,	8
Presbyterian,	6
Scotch Presbyterian,	1

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Baptists regular,	2
" Campbellite,	1
Methodist Radical,	2
German Lutheran,	2
Roman Catholic,	2
Unitarian,	1
Universalist,	1
New Jerusalem,	2
Jews,	1
Christian,	1
Welsh,	1
African,	2
Total,	30

Before concluding my remarks with reference to Cincinnati, I will even here, *mal-appropos* as may be the place, advert to my 2d letter, wherein I mentioned the circumstance of the *floods* on the western waters at certain periods, and that of February, 1832, as being the most destructive. It rose proportionably high at this place, overflowing the bottom of the city, as far up as Third street. Judge Hall, of this city, observes,

" The highest rise of water which has been known for many years, was the great flood of 1832, with regard to which our friend Dr. John Locke, of Cincinnati, has been kind enough to furnish us with the following memoranda of observations made by himself at that city, and which are rendered valuable, by the undoubted accuracy and skill of that gentleman in his philosophical investigations.

" The section of the river opposite to Walnut street, Cincinnati, at low water, would be 1006 feet wide at the

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surface, and 7 feet deep, at the deepest place. The area would be 4774 square feet.

"The rise of water which commenced early in February, 1832. reached its greatest elevation on the 18th day of that month, when it was 63 feet perpendicular above the low water mark; and the sectional area became 91,464 square feet, without including its extension over the low parts of Cincinnati and Covington. The number of cubic feet discharged per hour, was - - - 2,998,529,714

"The number of cubic feet discharged per minute, was - - - - - - 48,308,828

"The number of cubic feet discharged per second, was - - - - - 805,147

"The velocity of the stream was ascertained to be 6 1-5 miles per hour.

"Such a stream would fill a lake, presenting an area of one square mile, 107 feet deep, in one hour."

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E. D. MANSFIELD,

Attorney & Counsellor at Law,

CINCINNATI.

MILTON N. M'LEAN,

ATTORNEY AT LAW,

Third street, two doors west of the Post Office,

CINCINNATI,

Will collect claims throughout the State of Ohio.

Refer to Reeves & M'Lean, J. D. & C. Jones, } Cincinnati. C. C. Haven, Phila. J. W. & H. Leavitt, N.Y.

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Auctioneer & Commission Merchant,

NO. 246, MAIN STREET, CINCINNATI,

Receives on consignment all kinds of Goods, and makes liberal advances, and to any amount, when required: Keeps constantly on hand, for private sale, *Dry Goods, Hardware, Guns, Pistols, Fancy Goods, Jewellery, Watches, &c.*

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No. 142, Main street, *Cincinnati*—Wholesale Dealers in British, French, India, German and American *Dry Goods*.

WM. WOOD & CO.

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AUCTION & COMMISSION MERCHANT,

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Receives consignments of all kinds of Goods, and attends to the sale of Real Estate, Household Furniture, and Merchandize of every description.

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C. P. BARNES,

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PUBLISHES PICKET'S SERIES OF SCHOOL BOOKS,

148 *Main st., opposite the First Presbyterian Church,*
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BURGESS & MORGAN,

Publishers, Booksellers,

AND

Stationers,

Nathan G. Burgess, } No. 18, PEARL ST., CINCINNATI.
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AMERICAN SUNDAY SCHOOL UNION

DEPOSITORY,

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JOSIAH DRAKE,

Bookseller and Stationer,

AND

PAPER MANUFACTURER,

Paper Warehouse, No. 14, *Main street,*

CINCINNATI.

FLASH, RYDER & CO.

WHOLESALE AND RETAIL

Book, Stationery and Music Store,

West Third street, near the Post Office,

CINCINNATI.

J. A. JAMES & CO.

TYPE & STEREOTYPE FOUNDERS,

AND

PUBLISHERS,

No. 1, BAKER STREET, CINCINNATI,

Publish the following Books:—

Lexington Cabinet;
A. Campbell and Bishop Purcell's Debate;
History of Texas;
Sketches of Western Adventure;
Butler's History of Kentucky;
Hall's Statistics of the West;
Pearl Pocket Dictionary;
Science of Good Husbandry;
Jack Downing's Letters;
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Cook's Voyages;
Life & Essays of Dr. Franklin;
Rinaldo Rinaldini;
United States Songster;
Gulliver's Travels.

☞ In press, Rollin's Ancient History, 2 vols. 8 vo.—with Maps and Engravings.

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MORGAN & SANXAY,

MAIN STREET, CINCINNATI,

PUBLISH THE FOLLOWING BOOKS:

Quarto Bible;
School do.;
do Testament;
Josephus, 1 vol. 8 vo.;
Hervey's Meditations;
Pilgrim's Progress;
Goddard's Hymns;
David's Psalms;
Missouri Harmony;
Juvenile do.;
New American Speaker;
New American Readers, Nos. 1, 2 & 3;
Murray's Introduction;
Talbott's Arithmetic;
Walker's School Dictionary;
Hall's History of U. States.

Shadford Easton,

MANUFACTURER AND IMPORTER OF

BOOTS AND SHOES,

AND WHOLESALE DEALER IN

LEATHER AND FINDINGS,

No. 211, *West side of Main street,*

CINCINNATI.

A. P. & R. A. HOLDEN,

WHOLESALE

Boot & Shoe Dealers,

No. 2, MAIN ST., CINCINNATI.

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HUDSON & DUNLAP,
Boot and Shoe Manufacturers,
AND DEALERS IN
FINDINGS, WHOLESALE & RETAIL,
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Burritt & Ives,
MERCERS & TAILORS,
No. 28, PEARL ST., CINCINNATI.

P. EVENS,
Draper and Tailor,
149, MAIN STREET, CINCINNATI,
Keeps on hand a choice selection of
FINE GOODS,
IN HIS LINE, AT WHOLESALE AND RETAIL.

ELIAS MAYER,
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MERCHANT TAILOR,
AND
Gentlemen's Fashionable Wardrobe.

VALETTE, BATES & CO.
WHOLESALE AND RETAIL DEALERS IN
Caps, Furs, & Hatters' Trimmings,
AND
HAT MANUFACTURERS,
Corner of Main and Pearl streets, Cincinnati

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Cincinnati, (Ohio.)

The undersigned has opened an office for the transaction of Exchange, Brokerage and General Agency business. Having the command of a large capital, and effected arrangements with capitalists in the East and West, he will have for sale, at all times, drafts at sight, on time, in the principal cities in the East and West.—He will at all times discount good business drafts, and buy business paper: will buy state stocks: will act as agent for the loaning or borrowing of money: will attend to the collection of notes and accounts; and if suits are to be brought, to the employment of a responsible Attorney, to attend to the business: He will buy and sell real estate: will act as agent for capitalists at a distance, in buying or selling for them, real estate, or investing money, by loan, secured by mortgage. Having for many years been engaged in selling real estate in Cincinnati, he is well acquainted with the prices; and keeps constant information of all sales of real estate made in the city. He will, for those who give him collections, give constant information as to the standing of the business houses of the west, so far as he can collect the same.—He allows five per cent interest on deposits.

Satisfactory references will be given to all who may ask for the same, with a view of entrusting business to the office, as to the ability of the office to meet all engagements.

CRAFTS J. WRIGHT.

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Exchange Brokers,

No. 123, MAIN STREET, CINCINNATI.

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Agents for J. Scott's Asbestos fire proof Iron Chests, and Fairbank's Platform Scales—Also, general agents for the sale of Virginia manufactured Tobacco.

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Commission and Forwarding Merchants,

AND

STEAM-BOAT AGENTS,

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Produce and Commission Merchant,

WEST FRONT STREET, CINCINNATI.

Also, Agent for the Covington Cotton Factory.

[☞ See Statistics.]

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Produce Dealers, and

SHIPPERS,

Water, between Market and Vine streets,

CINCINNATI.

SAML. B. FINDLAY,

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Canal street, between Main and Walnut streets,

CINCINNATI.

A. G. GANO,

Corner of Sycamore and 9th streets,

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PORK PACKER,

AND DEALER IN

Produce generally—

Also, attends to Commission business.

GAZZAM & BUTLER,

Commission Merchants,

22 MAIN STREET, CINCINNATI.

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WHOLESALE SALT
AND
Commission Merchants,
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James Johnston,
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Grocers, Produce, and

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ALSO DEALERS IN

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Corner of Main and Water streets,

CINCINNATI.

N. B. Always on hand, a large quantity of rectified Whiskey and Steamboat Stores.

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Pork Packers,—and

Commission Merchants,

Corner of Court and Sycamore streets,

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M'CLEARY & BISSELL,

PRODUCE, COMMISSION,

AND

Forwarding Merchants,

Sycamore street Basin, Cincinnati.

M'CLELLAN & YORKE,

Wholesale Grocers,

Commission and Forwarding Merchants,

DEALERS IN

Foreign and Domestic ***LIQUORS,*** *&c.*

No. 81, MAIN STREET, CINCINNATI.

L. PUGH,

Corner of Sycamore street and Canal,

CINCINNATI,

Packer of Pork, Beef, &c.—and

DEALER IN PRODUCE GENERALLY:

Also, attends to Commission business.

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THOMAS PULLAN,

PRODUCE MERCHANT,

Sycamore street Canal Basin,

CINCINNATI.

Jas. Reynolds & Son,

PROVISION DEALERS

AND

FORWARDING MERCHANTS,

2d Street, Cincinnati.

JOHN ROGERS, JR.

SALT MERCHANT,

AND

DEALER IN PRODUCE, &c.

Also attends to Commission and Agency business,

FRONT ST., CINCINNATI.

J. D. SAUNDERS,

Produce & Commission Merchant,

EAST FRONT ST., CINCINNATI.

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SCHOOLEY & REEDER,

Corner of Canal and Walnut streets, Cincinnati,

PORK PACKERS,

AND

Dealers in Produce generally.

☞ *They also attend to Commission business.*

M. L. SHEPHERD,

STEAM-BOAT AGENT,

Forwarding and Commission Merchant,

AND AGENT FOR THE

NEW YORK & OHIO CANAL LINES,

No. 2, Broadway, Cincinnati.

SOUTHGATE & CARTER,

Commission and Produce Merchants,

EAST FRONT STREET, CINCINNATI.

N. W. Thomas & Co.

S. W. corner of Canal and Main sts., Cincinnati,

Wholesale Grocers,

AND

DEALERS IN PROVISIONS.

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JOHN D. WALBRIDGE,

(Successor to Harper, Hueston & Co.)

PRODUCE, COMMISSION,

AND

Forwarding Merchant,

Canal street, one door east of Main street,

CINCINNATI.

BROWN & BAILEY,

Wholesale Grocers,

AND

COMMISSION MERCHANTS,

Dealers in *Teas, Fruits, Wines, Foreign and Domestic Liquors, &c.*—Also, Agents for the Bloom Furnace Company, for the sale of Hollow Ware, Castings, Pig Metal, &c.

Corner of Main and Columbia sts.,

CINCINNATI.

JOHN F. DAIR & CO.

WHOLESALE GROCERS,

WINE & LIQUOR MERCHANTS,

Corner of Lower Market and Sycamore streets,

CINCINNATI.

John F. Dair,
William Stoms.

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Dinsmoor & Neville,

WHOLESALE AND RETAIL

Grocers and Commission Merchants,

No. 5, Lower Market street,
CINCINNATI.

E. C. HARPER,

WHOLESALE AND RETAIL

GROCER,

No. 206, *Main street, Cincinnati.*

J. & P. HOLLAND,

WHOLESALE GROCERS,

AND DEALERS IN

Foreign and Domestic Liquors,

No. 87, *Main street, Cincinnati.*

KILGOUR, TAYLOR & CO.

No. 14, West Front street, Cincinnati,

WHOLESALE GROCERS,

AND DEALERS IN

in Plate, Copper, Wir

very article embraced in the
Workers and Coppersmiths.

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SAMUEL E. PLEASANTS,

WHOLESALE GROCER,

No. 69, *Main street, Cincinnati.*

S. S. SMITH,

DEALER IN

Foreign and Domestic Liquors,

No. 13, Front street, one door east of Kilgour, Taylor & Co.

CINCINNATI.

WILLIAM R. SMITH,

Wholesale Dealer in

GROCERIES AND LIQUORS,

No. 145, *Main street, Cincinnati.*

R. SHOEMAKER,

WHOLESALE AND RETAIL

GROCER,

No. 202, *Main street Cincinnati.*

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Worthington & Ranney,

WHOLESALE GROCERS,

AND DEALERS IN

Foreign and Domestic Liquors,

199, MAIN STREET, CINCINNATI.

GEO. H. YOUNG,

Corner of Main and Canal streets, Cincinnati,

Wholesale Grocer,

AND

COMMISSION MERCHANT.

C. & J. BATES,

Wholesale and Retail Druggists;

ALSO,

DEALERS IN PAINTS & DYE STUFFS,

AND

Agents for the sale of Machine Cards,

21, PEARL ST., CINCINNATI.

BATES & WALES,

WHOLESALE AND RETAIL DEALERS I

DRUGS, PAINTS, OILS, DYE STU

Machine Cards & Window Glas

Corner of Main and Front streets, Cincinn

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CALEB S. BURDSAL,

Wholesale and Retail Druggist,

and Dealer in

PAINTS, OILS, DYE-STUFFS, &c. &c.

Corner of Main and 5th streets,

(SIGN OF DOCT. RUSH,) CINCINNATI.

HENRY CLARK,

Wholesale and Retail

Druggist—also,

Dealer in Paints, Oils and Dye Stuffs,

No. 6, LOWER MARKET STREET, CINCINNATI.

GLASCOE & HARRISON,

WHOLESALE DEALERS IN

Drugs, Paints, Oils, and Dye Stuffs—

Also, sole Manufacturers of Gardner's Liniment and Judkin's Ointment,

N. E. corner of Main and 4th streets,

CINCINNATI.

O. GOODWIN & SON,

Wholesale and Retail Dealers in

Drugs, Medicines, Paints, Oils,

VARNISHES, DYE STUFFS, &c.

old stand, No. 3, upper Market, or Fifth street,

SIGN OF THE GOOD SAMARITAN,) CINCINNATI

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THOMAS D. MITCHELL,

Wholesale dealer in

Drugs, Medicines, Chemicals, Botanicals, Paints, Glass, &c. &c.

Also, sole Manufacturer of the Cincinnati Tonic Mixture,

No. 83, *Main street, between Pearl and Columbia,*
CINCINNATI.

PARVIN & BISHOP,

Wholesale dealers in
DRUGS, MEDICINES, PAINTS, OILS,
DYE STUFFS, &c.
CORNER OF MAIN AND 6TH STREETS, CINCINNATI.

C. F. WILSTACH,

DRUGGIST,

Main street, 5 doors above Front street, west side,
CINCINNATI,
has for sale,
DRUGS, MEDICINES, PAINTS,
OILS, VARNISHES, WINDOW GLASS, AND DYE STUFFS:
All of which will be sold on reasonable terms.

EYE INFIRMARY,

FOURTH STREET, WEST OF RACE
CINCINNATI.

F. AUG'S WALDO, M

(Also Artificial Eyes inserted.

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WOOD R. BEACH,

Dealer in

Dry Goods, Carpets, Floor Oil Cloths, &c.

No. 74, MAIN STREET, CINCINNATI.

B. BOYLAN & CO.

Dealers in

Foreign and Domestic Dry Goods.

A general assortment of Steubenville Jeans and Cotton Yarns.

No. 178, MAIN STREET, CINCINNATI.

P. S. CAMAC,

Wholesale and Retail Dealer in

DRY GOODS,

No. 93, MAIN STREET, CINCINNATI.

CARLISLE, WHITE & CO.

Wholesale Dealers in

Dry Goods, Boots, and Shoes,

No. 17, PEARL STREET, CINCINNATI.

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CARPENTER & SHIPLEY,

Dealers in

Fancy and Staple Dry Goods,

179½, *Main street,*

CINCINNATI.

CORWIN, FOOTE & CO.

Wholesale Dealers in

British, French and American

DRY GOODS,

No. 188, Main street, and one door west of

Dennison's Hotel, 5th street,

CINCINNATI.

They have regular supplies of Boots, Shoes, Cotton Yarns and Woollen Jeans.

THURSTON CRANE & CO.

Dealers in

DRY GOODS, CARPETS,

STEAM-BOAT FURNITURE, &c.

No. 35, MAIN STREET, CINCINNATI.

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GRIFFIN & LUCKEY,

Wholesale Dealers in

FOREIGN AND DOMESTIC DRY GOODS:

Also, Boots, Shoes, Cotton Yarns, &c. &c.

S. E, corner of 4th and Main streets,
CINCINNATI.

☞ A general assortment of Woollen Jeans, constantly on hand.

J. D. & C. JONES,

WHOLESALE

DRY GOODS, BOOTS AND SHOES,

No. 19, PEARL STREET, CINCINNATI.

C. B. PALMER & CO.

Wholesale and Retail Dealers in

American, British, French, Staple,

AND

Fancy Dry Goods,

Fourth, between Main and Sycamore streets,
CINCINNATI.

REEVES & M'LEAN,

Wholesale Dry Goods,

BOOTS AND SHOES,

No. 23, PEARL STREET, CINCINNATI.

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SHILLITO & PULLAN,

DEALERS IN

DRY GOODS & CARPETING,

Floor Oil Cloths and India Matting,

East Fourth street, Cincinnati.

☞ Particular attention paid to Goods required to fit out Steam Boats and Hotels.

STRATTON & LUPTON,

DEALERS IN

Fancy and Staple Dry Goods,

No. 163, *Main street, Cincinnati.*

Trevor, Messick & Co.

WHOLESALE DEALERS IN

French, British, and American

DRY GOODS,

No. 10, Pearl street, Cincinnati.

WADE & LORD,

DEALERS IN

French, India, Italian, Swiss, British and American

Dry Goods,

133, Main, corner of Fourth sts., Cincinnati.

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Wood, Longworth & Co.

DRY GOODS MERCHANTS,

WHOLESALE AND RETAIL,

Main street, between Fourth and Fifth streets,

CINCINNATI.

Woodnut, Taylor & Co.

WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC DRY GOODS,

No. 197, *Main street, Cincinnati.*

A. F. DELLINGER,

WHOLESALE DEALER AND IMPORTER OF

GERMAN FANCY GOODS,

AND

ENGLISH CUTLERY,

No. 85, *Main street, Cincinnati.*

REYNOLDS & DENNISON,

IMPORTERS OF

Hardware, Cutlery, Cast Steel, &c.

No. 67, Main street, Cincinnati.

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JOHN W. SILSBEE,

HARDWARE AND CUTLERY,

No. 184, *Main st., opposite 5th st., Market space,*

CINCINNATI.

T. & C. NEAVE,

DEALERS IN

Hardware & Cutlery;

ALSO, IN

IRON, STEEL, NAILS, CASTINGS, &c.

Nos. 87 *and* 89, *Main street, Cincinnati.*

THOMAS PEIRCE,

WHOLESALE AND RETAIL DEALER IN

Iron, Castings, Nails, Smiths' Tools,

GRIND STONES, &c.

No. 45, Main street, Cincinnati.

NATHAN SAMPSON,

WHOLESALE AND RETAIL DEALER IN

EARTHEN, CHINA & GLASS WARES,

No. 203, *Main street, Cincinnati.*

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C. ALLEN & CO.

MANUFACTURERS OF

SILVER WARE & JEWELLERY,

AND

JOBBERS IN WATCH TOOLS, MATERIALS, AND

FANCY GOODS,

No. 21, Main street, 4 doors from Front st.,

CINCINNATI.

GEO. L. HANKS & CO.

Dealers in Watches, Jewellery,

SILVER PLATED & BRITTANIA WARE,

221, *Main street, Cincinnati.*

N. L. HAZEN,

DEALER IN

Clocks, Watches, Jewellery,

AND

SILVER & PLATED WARE & FANCY GOODS,

No. 143, *MAIN ST., CINCINNATI.*

E. KINSEY,

MANUFACTURER OF

SILVER PLATE AND SPOONS,

Corner of Third and Walnut sts., Cincinnati.

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Rhodes, Anthony & Carley,

MANUFACTURERS OF

JEWELLERY AND SILVER WARE,

WHOLESALE DEALERS IN

Watches, Watch Materials and Tools, Fine Cutlery, German and French Toys, and Fancy Goods, generally,

Corner of Main (No. 50) and Columbia streets,

CINCINNATI.

WM. B. MOORES,

Wholesale and Retail Saddlery Warehouse—

DEALER IN

SADDLERS' LEATHER & TRIMMINGS,

AND

SADDLES, BRIDLES, HARNESS, TRUNKS, WHIPS, &c.

No. 103, Main street, Cincinnati.

P. WILSON,

Wholesale and Retail Saddlery Warehouse—

DEALER IN

SADDLERY, HARDWARE, SADDLERS' LEATHER,

AND

Trimmings of every description—and

SADDLES, BRIDLES, HARNESS, TRUNKS, WHIPS, SADDLE TREES, BUFFALO ROBES, &c.

No. 111, *Main, between* 3d *and Pearl sts.,*

CINCINNATI.

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Isaac Young,

Saddler, Harness & Trunk Manufacturer,

WHOLESALE AND RETAIL,

No. 100, *Main, 3d door above Third streets,*

CINCINNATI.

Thomas F. Baldwin,

No. 108, MAIN STREET, CINCINNATI,

Hide, Oil and Leather Dealer,

AND ALL KINDS OF

CURRIERS' TOOLS.

J. W. & W. W. COOPER,

TANNERS & CURRIERS,

HIDE, OIL & LEATHER DEALERS,

AND MANUFACTURERS OF

Hogskin Seatings and Russet Leather,

IN GENERAL,

No. 154, Main street, Cincinnati.

GEO. W. PHILLIPS,

TANNER AND CURRIER,

AND

HIDE, OIL AND LEATHER DEALER,

No. 5, Noble's row, Main street, Cincinnati.

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John Creagh,

Plane and Edge Tool Manufactory,

Main street, between 5th and 6th sts.,

CINCINNATI.

E. F. SEYBOLD,

WHOLESALE AND RETAIL

PLANE MANUFACTURER,

AND

TOOL STORE,

No. 219, *Main street, Cincinnati.*

SAMUEL SLOOP,

Wood Screw & Plane Manufacturer,

Main street, between 5th and 6th sts.,

CINCINNATI.

C. WALKER,

SASH, FAN LIGHT & BLIND MAKER,

Ninth street, third door east of Elm,

CINCINNATI.

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THOMAS LAWSON & SONS,

Manufacturers and Wholesale Dealers in

Tin, Copper, Lead, and Sheet Iron Ware,

No. 144, Main street,

CINCINNATI,

Keep constantly on hand, a general assortment of Fancy, Russia Iron, Mantel, and Common Grates.

PHELPS & CO.

Stove Manufacturers,

No. 34, Main street,

CINCINNATI.

W. & R. P. RESOR,

Wholesale and Retail Dealers in

STOVES, GRATES, AND TINMEN'S STOCK,

Nos. 25 and 27, Main street,

CINCINNATI.

TRIMBLE & WOODROW,

DEALERS IN

STOVES, GRATES, CASTINGS, &c.

No. 71, Main street,

CINCINNATI.

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J. G. WOODIN & CO.

WROUGHT IRON COOK STOVES,

Copper Pumps, and Tin Ware for Steam Boats,

MADE AT THE SHORTEST NOTICE,

No. 4, Cassilly's row, Front street,

CINCINNATI.

BOWEN, CUMMINGS & PARKER,

Bell and Brass Founders,

East Front street, between Pike and Butler streets,

CINCINNATI.

☞ All orders in the Brass line executed at the shortest notice and lowest prices.

JOHN BLACKBURN,

Plumber & Hydrant Maker,

South side Third, between Main and Sycamore streets, opposite the Mayor's Office,

CINCINNATI,

Manufactures and keeps constantly for sale, any quantity of Metalic Tin, and Lead Pipe, of various calibers, which will be furnished at the shortest notice.

☞ Orders from the Country promptly attended to.

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GOODLOE'S & COON,
STEAM ENGINE BUILDERS,
IRON & BRASS FOUNDERS,
AND
MACHINISTS IN GENERAL,
Congress street, E. of Broadway,
CINCINNATI.

HARKNESS, VORHEES & CO.
Steam Engine Builders,
AND
IRON FOUNDERS,
Corner of east Front and Lawrence streets,
CINCINNATI.
☞ [See Statistics.]

Reynolds, Thomas & Lyon,
STEAM ENGINE BUILDERS,
AND
Iron Founders,
Corner of Pike and Front streets, and
Corner of Water street and Western row,
CINCINNATI.

Yeatman, Wilson & Shield,
Iron Founders,
AND
STEAM ENGINE BUILDERS,
Franklin Foundry,
Corner of Broadway and Fifth streets, Cincinnati.
[☞ See Statistics.]

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SHREVE, M'CANDLESS & CO.

MANUFACTURERS OF

IRON AND NAILS,

East Front street, above Deer creek bridge,

CINCINNATI.

[☞ See Statistics.]

WILLIAM MANSER,

IRON MERCHANT,

No. 5, east Front st.,

CINCINNATI.

DEALER IN

Bar Iron, Hoop, Slit Rods, Steel, Castings, Nails, Spikes, Sad Irons, Spades, Shovels, and Platform and Patent Scale Beams.

G. & J. H. SHOENBERGER,

Wholesale and Retail Dealers in

Iron, Nails, Bar and Spring Steel,

No. 11, east Front street, CINCINNATI.

G. K. Shoenberger,
J. H. Shoenberger,
E. F. Shoenberger.

James M'Candless & Co.

WHITE LEAD MANUFACTURERS,

Fifth street, east of Broadway,

CINCINNATI.

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Cincinnati Machine Card Manufactory,

AND

Machine Works.

Office on Walnut st., near Front street,

CINCINNATI,

A. C. BROWN, *Agent.*

MASON, TUCKER & CO.

Corner of Columbia and Ludlow streets,

CINCINNATI,

Manufacturers of Hemp and Cotton Machinery—

and keep on hand,

A large stock of such articles as are generally wanted by Manufacturers, viz :

Reeds, Bobbins, Lace and Roller Leather, Shuttles, Pickers, &c.

P. J. & J. BONTE,

WHOLESALE AND RETAIL DEALERS, AND

Manufacturers of

Cordage, Lines and Twines,

in all their varieties.

Manufactory Main street, north of the Canal,

Store No. 16, *east Front street, Cincinnati.*

P. J. Bonte,
John Bonte.

R. G. MITCHELL,

Soap and Candle Manufacturer,

and Wholesale Dealer in

GROCERIES AND OILS,

Main, corner of 2d streets, Cincinnati.

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F. BODMANN,

On Main, between 6th and 7th streets,
CINCINNATI,

Wholesale dealer and Manufacturer of

SNUFF, CIGARS, AND TOBACCO—

and importer of

Virginia Cavendish Tobacco, Cuba and St. Domingo Leaf, and Havana Cigars.

John Fuller, Jr.

WHOLESALE DEALER & MANUFACTURER OF

TOBACCO, SNUFF & CIGARS,

And importer of Virginia Cavendish, Cuba and St. Domingo Tobaccos—with a general assortment of all kinds of Cut and Leaf, for sale,

MAIN STREET, CINCINNATI.

HENRY THAYER,

TOBACCO, SNUFF & SEGAR

MANUFACTURER,

36, *Main street, Cincinnati.*

PHILIP YOUNG,

Tobacco & Snuff Manufacturer,

Main street, 5 doors below Fifth street,
CINCINNATI.

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L. T. Wells & James Foster,

MATHEMATICAL & PHILOSOPHICAL INSTRUMENT *MAKERS,*

Baker st., Cincinnati.

☞ Surveying Instruments and Town Clocks made and repaired at the shortest notice.

JOHN F. COATES,

MATTRESS MANUFACTURER,

AND

GENERAL UPHOLSTERER,

Fourth st., third door W. of Sycamore, Cincinnati.

IRON RAILING MANUFACTORY.

HORTON & BAKER,

FIFTH, NEAR ELM ST., CINCINNATI,

PLAIN & ORNAMENTAL IRON RAILING,

Bank Doors, Locks and Vaults, Fire Proof Book Cases, Window Shutters, and all other kinds of Work in the building line—Warranted superior to any done in the Western country, and at Eastern prices.

☞ Orders promptly attended to.

STEAM CRACKER BAKERY.

The subscriber informs the public that he has his *Steam Cracker Machinery* in full operation, and can furnish, at short notice, any amount required. He will keep constantly on hand, Boston, Soda, Butter, Water and Sugar Crackers—also, Pilot and Hard Bread, which is inferior to none in the Western country.

☞ All orders promptly attended to.

SAMUEL CLOON,

No. 13, *Sycamore st., between Front and Second,*

31 CINCINNATI.

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LETTER XVIII.

Madison, (Indiana)—Its location—Population—Public buildings and stores—Pork trade—Rail and other Roads—Prospective greatness—Fertility of the soil, &c.—Cards of Merchants and other business men.

MADISON, (Indiana,) Feb'y, 1837.

This town, the seat of justice of Jefferson county, is the most populous of any other in the state; it is situated on the bank of the Ohio river, at an elevation above the highest floods—that of 1832 swept along the basements only of a few buildings on the edge of the lower bank, but no property was damaged by it.

It is only a few years since it has had a name, and now contains a population of about 4,000 inhabitants, 150 of which probably are colored. It is handsomely laid out on a north bend of the river which is the nearest to the centre of the state—and is in lat. 38° 40′ N. and lon. 85° W. The houses are mostly of brick, and new, consequently make a clean appearance, especially when taken in connexion with the wide and straight streets, handsomely graded and paved, or M'Adamized. Here are a court house and jail; a market house; 6 houses of public worship—(2 Presbyterians, 1 Baptist, 1 Episcopalian, 1 Methodist episcopalian, and 1 Methodist protestant, or reformed)—a banking house, (branch of the state bank,) and a very tasty structure; a savings institution; an insurance office; 2 iron foundries and a steam engine factory; a cotton factory; an oil mill; a steam grist and saw mill—and a boat yard, at which a number of steamboats have been built. The number of stores,

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at which are sold various articles of merchandize, generally of a mixed character, are about 50—a newspaper printing office (the 'Republican Banner,') and 2 hotels—and a good one is yet wanted. Real estate has advanced rapidly within a few years, both in town and country.

Madison is bounded on the north by a range of *cultivated* hills at an elevation of perhaps 250 feet above the ordinary level of the river; and from the summits of some of them, a most beautiful view is presented to the eye of the spectator, both up and down the river, for a considerable distance. The land is of the first quality for farming, and the country around is healthy. The number of brick houses is probably 400, and preparations are making for resuming the building of others as soon as the spring season favors. Some of the residences *look* very desirable. Fifteen thousand hogs were slaughtered here this (last) season, averaging nearly 200 lbs. each; and at the little village of Milton, on the Kentucky side, opposite, 5000 were slaughtered: at this village is also a steam flouring mill.

Madison is the point of termination of the Madison and Lafayette rail road, which is in such forwardness as to induce the belief that no delay will be permitted to take place until it is ready for the car. This road is to extend, as by its title is implied, from Madison, to Lafayette, on the Wabash river, the seat of justice of Tippecanoe county, bisecting Indiana in a southeasterly and northwesterly direction, passing through Indianapolis, the capital of the state. The length will be something like 146 miles; and the country traversed of great resources, or susceptible of being made so. The range of hills, or ridge, in the rear of this town, is to be tunnelled to permit the road to pass through. Considerable

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work has been already performed upon it. The rail road will connect at this point, with the great southern rail road, by which a communication will be opened as well to the south as to the lakes.

At Madison concentrates six important roads, four of which extend through the state—one of them to Vincennes, on the Wabash river, 140 miles above its mouth; another, through Brownstown to Bloomington, in the vicinity of which is seated Indiana college, an institution which does credit to the state by which it was established—chartered in Jan. 1828—this road also continues on to Terre-Haute, at the intersection of the Wabash with the site of the great National Road, distant from Indianapolis 75 miles;—another road extends to Columbus, 44 miles, and thence to Indianapolis, making the total distance from Madison 85 miles;—another extends to Versailles, the seat of justice of the adjoining county of Ripley;—another to Mount Sterling;—besides the river roads to Vevay, and others above, and villages below. To Vevay, by the river, the distance is 20 miles; and to Cincinnati, 100; to Louisville, (below,) 53 miles.

The lands of the county of Jefferson are various: those of the low grounds, on the river and creeks, (says the Indiana Gazetteer,) are level, with a loamy soil, mixed with sand; and these low grounds are generally bounded by high precipitous hills, and in some parts with towering cliffs of limestone. The table lands are generally rolling, and the soil more clayey. The timber consists of almost all the varieties found in the western country. The principal streams, in the interior of the country, are Indian Kentucky and Big creeks; the former of which is an excellent mill stream, and has on it several important and profitable establishments.

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MARSHALL & CUSHING,

ATTORNEYS—and

COUNSELLORS AT LAW,

Joseph G. Marshall, } *MADISON.*
Courtland Cushing. }

JAMES M'MILLAN,

WHOLESALE AND RETAIL

BOOKSELLER & STATIONER,

MAIN CROSS ST., MADISON.

JOHN SHEETS,

PAPER MANUFACTURER,

BY SHEETS & GROVER;

Warehouse, corner Main cross and West streets,

MADISON.

John Sheets, }
B. W. Grover. }

Wm. H. Webb,

BOOK, JOB, AND NEWSPAPER

PRINTER,

MAIN CROSS ST., MADISON.

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OFFICERS BRANCH BANK,

MADISON,

J. F. D. LANIER, Prest.
JOHN SERING, Cashr.

***E. G. WHITNEY*, Agent**

For "Protection Insurance Company,"

AT HARTFORD, (CONN.,)

Insures against loss or damage by *Fire* and *Water*.

Office at the Shoe Store of Baker & Whitney,

MADISON.

John Woodburn,

MEMBER STATE BOARD

INTERNAL IMPROVEMENT,

AND COMMISSIONER OF THE

M. & L. RAIL ROAD,

Office Main Cross street, Madison.

J. W. HINDS & CO.

MANUFACTURERS, WHOLESALE AND RETAIL DEALERS IN

Hats, Caps, Furs, Trimmings, &c.

Main cross street, Madison.

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BAKER & WHITNEY,
WHOLESALE DEALERS IN
BOOTS AND SHOES,
MAIN CROSS ST., MADISON.

JOHN LOWE,
Dealer in
Boots, Shoes, Hats, Caps, &c.
MAIN CROSS ST., MADISON.

J. H. SOUTHWICK,
WHOLESALE AND RETAIL DEALER IN
BOOTS AND SHOES,
MULBERRY ST., MADISON.

ORR, GORDON & CO.
MERCHANT TAILORS,
Wholesale and Retail Dealers in
Ready-made Clothing,
MAIN CROSS STREET, MADISON.

Mulvey & Ford,
MERCHANT TAILORS,
MULBERRY ST., MADISON.

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Brown & Walden,

WHOLESALE DEALERS IN

Drugs, Medicines, Paints, Oils, Varnishes,

DYE STUFFS, &c.

Main cross street, 5 doors east of West st.,

Thos. H. Brown, } MADISON.
C. H. Walden. }

E. & T. DOAN,

Dealers in

Groceries and Hardware,

Corner of Mulberry and Second sts.,

MADISON.

WILLIAM M'CLEAN,

Wholesale Grocer,

MAIN CROSS STREET, MADISON.

JOSEPH WILSON & CO.

Wholesale Dealers in

Foreign and Domestic Liquors, &c.

MULBERRY STREET, MADISON.

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T. POGUE & CO.
Saddle, Harness, and
Trunk Manufacturers;
ALSO,
DEALERS IN PLATED WARE AND SADDLERS' TRIMMINGS,
Main Cross street, Madison.

JOSEPH COWDEN,
Wharf Master,
AND
Commission and Forwarding Agent,
MADISON.

Mitchell & Robertson,
Wholesale Dealers in
Iron, Nails, Castings, Groceries, &c.
AND
Commission and Forwarding Merchants,
MADISON.

CULVER WOODBURN,
Forwarding and Commission Merchant,
AND
PRODUCE DEALER,
WEST STREET, MADISON.

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JAMES COCHRAN,

WHOLESALE GROCER, and

Commission Merchant,

MULBERRY STREET, MADISON,

Deals in all kinds of Country Produce, such as Bacon, Lard Butter, Flour, Beeswax, Ginseng, &c. &c.

BLACKMORE & CO.

DEALERS IN

DRY GOODS, GROCERIES & HARDWARE,

Corner of Mulberry and Main streets,

MADISON.

D. Blackmore, Jr.
W. G. Wharton.

J. M. & S. C. BRAMWELL,

Wholesale and Retail Dealers in

FOREIGN AND DOMESTIC DRY GOODS,

MULBERRY STREET, MADISON.

Jno. M. Bramwell,
Solon C. Bramwell.

Andrew Collins,

Dealer in

DRY GOODS, GROCERIES, &c.

MAIN CROSS STREET, MADISON.

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John Creagh,
Dealer in
Dry Goods, Groceries, Shoes,
PRODUCE, &c.
MAIN STREET, MADISON.

S. S. GILLET,
DEALER IN
DRY GOODS, GROCERIES, HARDWARE, &c.
ALSO,
Cordage Manufacturer,
MAIN CROSS STREET, MADISON.

KING & AYRES,
Wholesale Dealers in
British, French, India—
AND
Domestic Dry Goods,
MAIN CROSS STREET, MADISON,
Whittington King,
Edmund S. Ayres.

KINGS, REID & HENDRICKS,
WHOLESALE DEALERS IN
Foreign and Domestic Dry Goods,
MADISON.

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SAVAGE & MACCUBIN,

DEALERS IN

Dry Goods, Hardware, Groceries,

Produce, &c.

MAIN STREET, MADISON.

Wm. H. Savage,
Chas. Maccubin.

WM. STAPP & CO.

Wholesale Dry Goods Store,

Main cross street, between Mulberry and West streets,
MADISON.

Wm. Stapp,
Milton Stapp.

SWORMSTED & BENSON,

Wholesale and Retail Dealers in

Staple and FancyDry Goods,

MAIN CROSS STREET, MADISON.

Lorenzo Swormstedt,
William Benson.

WATLINGTON & HUMPHREYS,

DEALERS IN

Dry Goods, Queensware, Hardware,

CUTLERY, GROCERIES & PRODUCE,

Main street, Madison.

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LETTER XIX.

Arrive at Louisville, (Kentucky)—Hotels—Pioneers—Early Indian difficulties—George Rogers Clark—Anecdote—Louisville laid off—Corn Island settled—Fort built at Louisville—Louisville established—Falls of Ohio, *(Note)*—*Chutes*, or schutes—Impediments to the thrift of the town—Malignant disease—Canal, &c.—Steamboat Sultana, *(Note)*—Canal revenue and dividend—Bridge over the Ohio.

LOUISVILLE, (Kentucky,) Feb. 7th, 1837.

The wintery fetters, which had bound the Ohio river for five or six weeks, were loosened as far up as the mouth of the Great Kenawha, by light rains and humid weather, which commenced the latter part of the last and first of the present month; and profitting by the circumstance, I went on board the steamboat Post Boy, at Cinnati, on the 2d—and notwithstanding there was yet remaining much drift ice, we reached this place without an impediment to our progress. [Particulars with reference to the river, towns, &c. upon it, will be given in some subsequent letter.] The passage (subsistence is always included, on these waters,) was $3 to Madison, (in Indiana,) and $1 from thence—total $4 from Cincinnati to Louisville.—[I omitted to state, that the *per diem* board at the Cincinnati hotels is from $1.25 to 1.50—and there is no *best* house among the some 5 or 6 of the most conspicuous: I have been told I was at the best, and therefore believe it was so—the dormitories and bed materials, were very comfortable.]

In this city I have stopped at what is called the Louisville *hotel*. Board per day $1.50, or $10 per week—at

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the "Galt house," $2 per day, or $12 per week. The mass of the travelling community, belonging to the Atlantic cities, would naturally infer that a traveller in the west "fares sumptuously," where he has to pay such prices. The *Jefferson House*, corner of Jefferson and Fourth streets, is soon to go into operation; and its friends, who *know*, say, that under the direction of Mr. Oliver, it will be a *good*, and business house.

The archives of Kentucky, it is stated, do not furnish any specific period when this place first attracted a *town* attention. It was between 1773 and 1800, however, according to the "latest accounts." The first *settlement* appears to have been made on *Corn Island*, the upper of the four, which extend from the lower part of the present city a-down the falls.—George Rogers Clark, a chivalrous son of Virginia, from Albemarle county, was the great pioneer among the settlers, as he was the greatest military character for planning and adventurous daring, that our country perhaps has ever had in the western service.*

Clark's first visit to Kentucky was in 1775; his second in 1776. He was about 25 or 30 years of age. "His appearance, (says Marshall,) was well calculated to attract attention; it was rendered particularly agreeable by the manliness of his deportment, the intelligence of

*It is a matter of surprise that Gen. Clark's civil and military life has never been published, for it would surely be calculated to inspire to like daring deeds, should occasion ever require, such of the rising generation as might read it. And besides, it is due to his fame that such a work should be produced. There are *materials* and *talent* sufficient in *St. Louis*, to effect it, if a proper direction would be given to the *mind*, and it could be brought to exercise a controlling influence over them.—Gen. Clark died at his seat, near this city, in 1817.

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his conversation; but above all, by the vivacity and boldness of his spirit of enterprize, and the determination he expressed of becoming an inhabitant of the country.—He fixed on no particular residence, was much in the woods; incidentally visiting the forts and ostensible camps; he cultivated the acquaintance of the people, and acquired an extensive knowledge of the various objects presented to his curiosity or to his inspection."

Kentucky had been for many years the hunting grounds of the Indians, their towns being on the northern side of the Ohio river. The arrival among them of the whites soon changed this "*hunting*" to that of "*bloody ground*," for a jealousy was at once excited, that it was the purposes of the "pale faces" to dispossess them of their inheritance, and therefore at the threshold the "red men" were determined to oppose them. It is not unlikely that the Ohio acquired the appelative of the "*river of blood*," from the circumstance that it must be crossed by the Indians to reach the "bloody ground," when the tomahawk and scalping knife were to be put into full operation against their common enemy—besides the many bloody scenes that occurred on the banks of it. But the whites were determined to *settle* the lands, and among the first who came out was Doct. Walker, from Virginia, in 1747. After him, followed Finley, Boone, Knox, Bullitt, the M'Afees, &c. Their *habitations* were camps. The *first cabin*, of which any account is given, was erected in 1775, where Washington, in Mason county, now stands.* The same year, the *first log cabin* was built where Harrodsburg is located; † the *first fort*, where Boonesborough

*M. Butler. †Ibid.

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stands, in April, 1775—and during its erection, under Boone, he had two men killed and two others wounded, by the Indians.*

So few in numbers were the pioneers, that sometimes months elapsed before accident would bring any two together—and even then the greatest precaution was observed, lest, instead of a white man, it might be an Indian decoy; as many stratagems to entrap were practised by these children of nature at that period. An anecdote is related in "Sketches of the West," of a man, named probably Muldrow, an early settler in this state, who, having been a long time without seeing the face of a white man, was one day brought to a stand by the barking of a dark. Supposing that an Indian was near, he concealed himself behind a tree. Soon after, the owner following his dog, was led very near to the spot where Muldrow was concealed, by which the latter had a full view of him. The face, hands and feet, which were exposed, were of tawny hue; leggins of dressed deer skins, and on his head was a hat with an elongated crown, the rim being worn off close to his head. There was but a moment for hesitation. Muldrow drew up his gun to his face to fire upon him; and the supposed Indian, with his rifle raised, to bring down the object, as soon as perceived, which had attracted his dog's attention, heard the *tick* of Muldrow's rifle as he cocked it, and immediately sprung behind a tree also—both were now covered by trees, from behind which each endeavored to get a shot without exposing his person. And now a series of stratagems ensued, each seeking to draw the fire of the other

* Butler.

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—until the stranger, becoming weary of suspense, called out, "Why dont you shoot, you etarnal cowardly varment?" "Shoot yourself, you bloody red-skin," replied the other. "No more a red-skin than yourself." "Are you a white man?" To-be-sure I am—are you?"—"Yes—no mistake in me." Whereupon each being undeceived, they threw down their guns, rushed together with open arms, and took a hearty hug.

I have related the above anecdote to show the character of the times, and the character of the enemy with whom the pioneers had to compete, during the period while attempts were being made to effect a settlement in this state. Of the justice or the morality of the proceeding, these do not now constitute questions, but it was pending the period named, that Thomas Bullitt, who was uncle to the first lieutenant-governor of Kentucky, proceeded to the *Falls*, where, in August, 1773, he laid off the town of Louisville. He likewise surveyed Bullitt's Lick, in the adjoining county of the same name.†

In the spring of 1778, the before named G. R. Clark, having been promoted to the rank of Colonel, and having received orders to proceed and reduce the British posts at Kaskaskia, Cahoika and Vincennes, in the *now* state of Illinois; the better to mask his design, was accompanied, with his troops, down the Ohio from the Monongahela, by thirteen families. As a greater surety for their safety, as well as to continue to keep up the appearances of a *settlement*, those families located themselves on *Corn Island*, opposite the lower part of this city; and, after clearing off the canes with which it was

†Butler.

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over-run, made their first crop of corn, which circumstance, it is supposed, suggested the name of the island. Among these bold pioneers, were Capt. James Patton, the first pilot who conducted flat boats over these falls; Richard Chenowith, John Tuel, William Faith, and John McManness. Col. Clark proceeded with his troops against the posts above named, and, as is well known, succeeded in the daring and almost super-human enterprize of capturing all of them.

The settlers on Corn Island, encouraged, no doubt, by the brilliant success of Col. Clark against their formidable allied enemies, and pressed, doubtless, by their confined limits, removed, in the spring of 1779, across the *chute** from the island, and at the termination of 12th street, on the eastern side of the ravine which enters the river at that point, built a small fort; and the

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This term (of French origin) is often used by Ohio navigators: it means sometimes a channel and sometimes a strong current outrunning the *adjoining* water—over these falls, or rapids, there are three—sometimes spelt *schute*, (always pronounced so,)—the northern one is between Goose Island and the Indiana shore, and called *Indian chute;* another is between Rock and Goose Islands, and called the *Middle chute;* and the third is the *Kentucky chute*. In times of low water, these *falls* (more proper to say *rapids*, for there is little fall, but an obstruction) are impassable—they are occasioned by a ledge of rocks which extend quite across the river, and are hardly perceivable in times of *high* water, unless by the superior velocity of the boat, which descends over them at the rate of from 10 to 13 miles an hour. When the water is *low*, the rocks are visible. In levelling the descent of the rapids, they have been found to be 22 1-2 feet in two miles, the distance from Bear-grass creek to the foot of the falls. Two miles above the falls, the river is deep, and three-fourths of a mile broad; and in low water the channel is contracted to the breadth of 250 yards.

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first permament foundation of the present city of Louisville, was laid. In May, 1780, the same was established a town, by the name of *Louisville.*

The first regular fort at Louisville was erected in 1781, but being found inefficient, a larger one was built the next year, and called fort Nelson, in honor of the third republican governor of Virginia.

The growth of Louisville, however, owing to a combination of causes, was impeded for several years; and it was not until after a trade was opened with New Orleans, that it put on a commercial garb. The river here is one mile and twenty-five poles wide—presents no first bank, as in many other places; but by a gently sloping acclivity of about 70 feet in elevation, we reach the table land. This rich alluvial plain, covered with the most luxuriant herbage, and too level to drain off its superabundant moisture, collected ponds, which for many years exposed the inhabitants to violent intermittent fevers.

Although steam boats had been ten years in operation, and Louisville forming the connecting link in the chain between the upper and lower Ohio, its population in 1820 was only 4,012, whereas in 1800 it was 600. In 1822, a malignant disease, which pervaded nearly the whole western country, visited Louisville with greater severity, probably than any other town. This afflicting dispensation, however, appears to have been a kind of "clearing up shower;" for from that period the place took a start in trade—and all kinds of business, increase of population, wealth, and its progress otherwise, have been onward.

The first object was, to improve the navigation. It *had* been supposed, that from the rocks and rapid our-

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rent, there was a considerable *fall* in the river at this place;* but on taking the level, it was ascertained that the height of the water above the rapids was the same as that below, being 25 feet 86-100.

"In 1804 the legislature of Kentucky incorporated a company to cut a canal around the falls. Nothing effectual, however, beyond surveys, was done, until 1825, when, on the 12th Jan. of that year, the Louisville and Portland Canal Company was incorporated by an act of the legislature, with a capital of $600,000, in shares of $100 each, with perpetual succession. 3,665 of the shares of the Company are in the hands of individuals, about seventy in number, residing in the following states: New Hampshire, Massachusetts, New York, Pennsylvania, Maryland, Ohio, Kentucky, and Missouri, and 2,335 shares belong to the government of the U. States.

"The canal was not opened for navigation until December 5th, 1830. When completed, it cost about $750,000. During the year 1831, 406 steam boats, 46 keel boats, and 357 flat boats, measuring 76,323 tons, passed through the locks, which are about one-fourth the number that would have passed, if all the obstructions had been removed."

The canal is two miles in length, but too narrow for the increased width of the present class of steamboats; and the consequence is, that those of the larger are obliged to wait a rise in the river to pass down the falls.†

*See preceding note.

†The beautiful boat Sultana is reduced to this dilemma, and has waited for the last three months for a suitable state of the current. The Sultana is one of the most splendid steamboats on the western waters: she cost $60,000—measures 440 tons; was built last year by Hartshorn, at Cincinnati, under the superintendance of Captain Tufts, formerly of Lynn, (Mass:) who is master and part owner;

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A dry dock is now in progress of construction at the recess of the canal, for the use of steamboats when it becomes necessary to examine or repair them.

The fees per ton for a steamboat, through the canal, is 60 cents. The number of boats which has passed through at different periods, is as follows :—

Description of Boats.	Total.	Year 1836.	Year 1835.	Year 1834.	Year 1833.	Year 1832.
Steamboats,		1182	1256	938	876	456
Keel boats & Flat boats,		260	355	623	710	179
Total No.		1442	1611	1561	1586	635
Tonnage,		182220	200413	16200	169885	70100

The Canal Company divided 8 per cent. last year, on their investments.

A Bridge is in some forwardness over the Ohio. The abutment on this side, is already completed, and it is intended to proceed with it in the ensuing spring. It is all under contract. The site of it is from near the upper end of the canal basin over the shoals above Corn Island, striking the main land, on the Indiana side, about three-fourths of a mile below Jeffersonville. It will cost $250,000.

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she has 30 transverse state rooms in the main cabin, with two berths in each; the pannels of all the state room doors are faced with mirrors; and large pier glasses veneer the bulk heads at each end of the cabin. The carpet is of rich Turkey material; and splendid cut glass chandeliers, pendent from the high vaulted ceiling, with their sconces supporting tapers of variegated colors—to say nothing of the rich damask drapery, and mahogany furniture, with which the cabin is otherwise set off—will give some idea of the appearance of the whole on entering it at noon day, as well as of its brilliancy, resembling *a sea of mirrors*, when lighted up, at night. This boat is intended as a passenger vessel between Louisville and N. Orleans.

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LETTER XX.

Louisville continued—Corporation—Its latitude and longitude—Progressive population—Statistics—Manufactures—Exports—Imports—Miscellaneous—Cards of Merchants, Manufacturers, and other business men.

LOUISVILLE, Feb. 16th, 1837.

Louisville was incorporated into a city, 13th Feb. 1828, with extended powers of government. It is in lat. 38° 8′ N. and lon. 85° 26′ W., the seat of justice of Jefferson county, a post town, and a port of entry. In 1788, it contained only 30 persons; in 1800, the population was 600; in 1810, 1,357; in 1820, 4,012; in 1830, 10,336; in 1835, 19,967; and at the close of the last year, it would number, according to the ratio of population of the five preceding years, 23,812: the computation, by many who have a better data on which to form an opinion, is, that the population of Louisville amounts at present to 25,000 persons. The business of the place was formerly more westerly; at present it is tending easterly, and real estate is increasing in value along Bear-grass creek. The Frankfort rail road, and the road from Bardstown, enter the city at the eastern points.—The place is alike healthy; and those ponds and pools of stagnant water, formerly the sources of the fever which afflicted the few, are now all filled up, and the many enjoy uninterrupted health.

The streets, on which the heavy business is done, are the three next to, and parallel with, the river; and six cross streets extending back at right angles with it.—Some of the warehouses and stores are of great capacity, especially the former for the storage of heavy articles. Some of these commission houses are 205 feet deep, ex-

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tending from street to street, all of brick, (in fact nearly all the buildings in the city are of brick,) 4 or 5 stories high, well fastened, and apparently fully capable to withstand *any pressure.* The stores on Main, (2d parallel) street, are likewise of great depth, and capable of containing vast quantities of goods : this is not the season, however, to see, to be able to form a correct opinion of the importance of the place with reference to its business in business seasons. The number of 1st, 2d, 3d, and 4th rate stores, transacting business last year, was 195 ; 60 of groceries and spirits; 96 of spirits alone ; 20 of groceries alone ; 20 of confectioners ; 50 coffee houses ; 10 taverns. The number of hacks (licensed, and rates established,) 68 ; of wagons, 53 ; of carts, 124 ; of drays, 132.—Rents are high—and all kinds of manual labor in demand : mechanics receiving from 2 to $3 per day, and laborers $1.25. The rent of a store on Main street of only ordinary capacity, in a good location, will command $1200 per ann.—others, more.

Here are 4 Banking institutions : The *Bank of Kentucky*, with a capital of $5,000,000, of which John J. Jacob, is Prest. and G. C. Gwathmey, Cashr.—The *Bank of Louisville*, with a capital of $2,000,000, John S. Snead, Prest. and Alfred Thruston, Cash.—(this is one of the Government deposites.)—The *Louisville Savings Institution*, with a capital of $96,512, of which Geo. W. Meriwether is Prest. and J. M. Campbell, Treas.—and a branch of the Northern Bank of Kentucky.

Louisville contains 12 *Churches*, viz : 4 Presbyterians 3 Methodists, 2 Baptists, 1 Episcopal, 1 Roman Catholic, and 1 African.

The other public buildings consist of a Courthouse and Jail, both presenting rather an uncouth appearance, espe-

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cially the former; 2 Market houses; a Museum, (in the wane;) a Theatre; Marine Hospital, founded by the state, the United States contributing $500 annually towards its support; an Orphan Assylum, and several other Humane Institutions, which do credit to the benevolence of the citizens of the place. Here are also 8 Fire companies, the engine houses tastefully constructed—4 Insurance companies—Louisville and Portland Canal Company—Ohio Bridge Company—besides a Rail Road and several Turnpike companies. The city, however, is without a Water company; that from pumps or the river, being the only water used in it;—and the streets are not lighted at night. On the subject of education, I can say nothing.

Three newspapers are published daily, and a (weekly) Price current. A chamber of Commerce has existed for several years.

The *markets* are indifferently supplied with vegetables, although no better soil, or better situations for gardens, are not to be found in any country. The lower part of the city is a *common;* and the great number of steamboats, constantly in port, or arriving and departing, would afford a handsome market for the produce of these fertile spots, (if——horticulturists were to be found of sufficient industry to grow and take such articles to market. But *there* is industry on the opposite side of the river, and on the farmers and gardeners in the vicinity of Jeffersonville, do the people here measurably depend for vegetable supplies.

Below Louisville, at the lower end of the canal, are Shippingport and Portland, two villages, appended to each other.

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Shippingport* and Portland are kind of out-posts to Louisville; passengers frequently embarking or debarking at them.

The *municipal government* of Louisville is vested in a Mayor, and a board of ten councilmen; two of the latter from each, of the five wards of the city, and the Mayor, are elected annually.

Real estate, assessed for taxation, last year, exceeded in valuation $13,000,000. The taxes or tytheables, white and black, are $1.50 per head.

The spirit of manufactures is not manifested to a great extent. Bagging and Bale Rope are made in many places in the state, and become articles of considerable export at this place, whence they are shipped to cotton growers to the southward, who use annually large quantities. All those branches of mechanical trade in which the furnishing of steamboats with metalic articles are involved, carry on a heavy business.

The *Louisville Foundry*, owned by Messrs. Bridgford, Ricketts & Co. has one engine of 6 horse power; consumes about 30,000 bushels of coal annually; converts in the same time about 300 tons pig metal and 150 tons of copper into various kinds of castings. At this establishment, between 30 and 40 engines were manufactured last year, principally for milling purposes. From 30 to 40 hands are annually employed.

*Here resides probably the *tallest* man in the United States. His name is Cooper. I saw him standing with other persons of common stature, and his shoulders were above their heads—I should think he was above seven feet: he is said to be 7 1-2 feet high. The circumstances were such, that I could not ask him the questions I wished. He appeared to be above 40 years of age, and in good health, but not proportionably in size to his height. He owns hacks and horses, probably a livery stable, but this is unimportant.

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The *Jefferson Foundry* is owned by Messrs. Beatty & Curry, at which was consumed last year about 20,000 bushels coal; working up at the same time about 400 tons of pig metal, and giving employment to 75 hands.

The *Washington Foundry* is owned by Messrs. Schnetz & Baldwin—consumes about 15,000 bushels of coal annually; has 2 engines; uses about 300 tons pig metal, and 100 tons boiler iron—employs 30 hands.

The *Louisville Woollen Factory* is owned by Messrs. W. & C. Fellowes, and is put into operation by steam power. It employs upwards of 60 operatives, and converts about 250 lbs. of wool per day into what is termed Kentucky Jeans. The coarse article, for negro wear, is manufactured by the power loom; the fine, by hand. Both *whites* and *blacks* are employed in the establishment; and it is thought the account of the latter is turned to as much advantage to the proprietors as that of the former—no difference being perceptible. This factory went into operation about five years since, and its progress has continued annually to increase, until last year, when its operations were much more productive than in any previous one.

The *Louisville Saddle Tree Manufactory*, of which Messrs. E. & W. H. Stokes are the Agents, employs 50 hands. The machinery is propelled by steam power, and at it are daily manufactured from 100 to 200 saddle-trees. The manufacture of hames is also extensively carried on in the same establishment.

The amount of business, transacted in this city, last year, is estimated at rising $29,000,000. This information was elicited through the agency of a committee of merchants appointed for the purpose, and the result handed in to the Louisville Advertiser:

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"Nineteen wholesale dry goods stores sell annually	$3,254,202
We have, in addition, seventy dry goods stores, some of them wholesale and retail, whose sales do not fall short of	3,000,000
Drug stores, paint stores, - - - -	500,000
Fancy, hat, shoe, comb do. - - - -	500,000
Glass, queensware, jewellery do. - -	500,000
Book, and auction stores, - - - -	500,000
28 commission houses, - - - -	8,100,000
150 other produce and grocery stores, -	6,000,000
Iron Stores, - - - - - - -	250,000
Clothing stores, - - - - - - -	400,000
Boat stores, tobacco stores and tobacco dealers, breweries, flouring and oil mills, lead factories, tanneries, chandleries, saw-mills, machine factories, iron and brass and type foundries, coppersmiths, tinners, saddlers, shoe makers, tailors, paper makers, boat and house builders, &c. - - - - - - - -	6,000,000
	$29,004,202

"We do not think the foregoing is an exaggerated estimate of the business of this city. There are many branches of business in successful operation here which we have not mentioned, the aggregate amount of which exceeds any over estimates made of the several branches enumerated."

The quantity of flour inspected in 1836, was 15,309 bbls. The quantity of whiskey, inspected same period, was 17,597 bbls.

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Exports of the following articles from the port of Louisville during the previous years to January, 1837.

Articles.	*Year* 1836.	*Year* 1835.	*Year* 1834.
Tobacco, hhds. -	1,333	1,339	1,713
——— boxes, -		124	50
Whiskey, bbls. -	8,182	14,908	9,391
Flour, bbls. - -	10,757	20,404	31,551
Bagging, pieces, -	49,581	66,041	50,356
Bale Rope, coils, - -	32,604	42,557	37,194
Bacon, lbs. - -	2,912,500	2,813,560	753,935
Lard, kegs, - -	8,000	63,452	15,564
Pork, bbls. - - -	4,005	15,926	6,832
Tallow, bbls. - -		149	145
Hemp, tons, - - -	108	38	60
Linseed Oil, bbls. - -	17	72	

Imports of the following articles into the port of Louisville during the previous years to January, 1837.

Articles.	*Year* 1836.	*Year* 1835.	*Year* 1834.
Bale Rope, coils, -	47,754	54,334	43,720
Bagging, pieces, - -	54,245	70,867	49,863
China, &c. pk'gs. -	1,490	435	1,234
Coffee, bags, - - -	12,887	23,564	13,140
Cotton, bales, - -	9,834	2,445	3,788
Flour, bbls. - - -	13,605	30,078	36,564
Hides, No. - -	11,000	11,055	16,722
Iron, tons, - - -	607	1,042	1,035
Lead, tons, - - -	59	412	333
Mackerel, bbls. - -	3,939	7,119	4,169
Molasses, bbls. -	12,197	7,731	4,501
Nails, kegs, - -	4,828	8,531	7,912
Salt, Ken'h. &c. bbls. -	13,157	63,537	50,456
—— Turks I. &c. bags,	75	20,095	3,227
Sugar, N. O. hhds. -	4,072	8,861	6,914
——— Loaf, bbls. -	3,096	4,095	2,571
Tea, lbs. - - -	5,042	131,120	47,370
Tin Plate, boxes, -	1,302	3,253	2,404

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OLIVER'S

Jefferson House,

S. E. CORNER OF JEFFERSON & 4th CROSS STS.

Three squares from the principal landing, and two from the most business part of

LOUISVILLE.

SAVINGS BANK,

OF LOUISVILLE, KENTUCKY,

Corner of Wall and Water sts.,

Will buy and sell *Checks* and *Drafts* on all the principal cities in the United States. *A liberal interest allowed on deposites.*

☞ Uncurrent money discounted at the lowest rates.

G. J. MOORE, Cash'r.

Thomas Anderson & Co.

AUCTIONEERS,

Commission & Forwarding Merchants,

Main st., between 5th and 6th sts.,

Thomas Anderson,
C. K. Carll,
R. G. Courtenay.

LOUISVILLE.

E. B. ELY,

Auction & Commission Merchant,

4th street, between Main and Market,

LOUISVILLE.

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Kellogg & Parker,

WHOLESALE

Booksellers and Stationers,

Main, seven doors West of Fourth streets,

(Opposite Edw. Crow & Co.)

LOUISVILLE.

JAMES MAXWELL, JR.

WHOLESALE AND RETAIL

BOOKSELLER, STATIONER,

AND

PAPER DEALER,

Main street, a few doors west of Third,

LOUISVILLE.

MORTON & SMITH,

Booksellers, Bookbinders, Printers,

AND

PUBLISHERS,

Main, between Fourth and Fifth streets,

LOUISVILLE.

JAMES RICE, JR.

OLD ESTABLISHED WHOLESALE AND RETAIL

BOOKSELLER, STATIO[illegible]

AND

BLANK BOOK MANUF[illegible]

Main street, one door below Fifth stree[illegible]

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H. CAREY,

Wholesale and Retail Dealer, and Manufacturer of

BOOTS, SHOES, &c.

Main street, opposite Bullitt street,

LOUISVILLE.

J. L. CONANT & CO.

Wholesale Dealers in

BOOTS AND SHOES,

Main, third door below Wall street,

J. L. Conant, }
N. W. Conant. } LOUISVILLE.

Piatt & Bucklin,

WHOLESALE DEALERS IN

SHOES, HATS, COMBS, and

FANCY GOODS,

Wm. Piatt, }
S. S. Bucklin. } LOUISVILLE.

JACOB M. WEAVER,

WHOLESALE DEALER IN

SHOES, BOOTS AND HATS,

Main street, 2d door east of the Bank o

LOUISVIL

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CASSEDAY, RANNEY & CO.

Wholesale dealers in

Queensware, Glass and China,

MAIN STREET, LOUISVILLE.

Samuel Casseday,
Willis Ranney,
James F. Gamble.

J. R. MARSTON & CO.

IMPORTERS AND WHOLESALE DEALERS IN

China, Glass and Queensware,

No. 6, Jacob's row, Pearl (or 3d cross) st.,

LOUISVILLE.

RUDD & MARTIN,

Importers and wholesale dealers in

CHINA, GLASS & QUEENSWARE,

Main, between Pearl and Wall streets,

LOUISVILLE.

S. B. SUMNER & CO.

Wholesale and Retail Dealers i

China, Glass and Queens

4th street, between Main and Mark

LO

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ADDISON, CLENDENIN & CO.

WHOLESALE DRY GOODS DEALERS,

AND

Commission and Forwarding Merchants,

L. D. Addison,
J. M. Clendenin,
Wm. E. Graham. } LOUISVILLE- and

ADDISON, SANDS & CO.

WHOLESALE GROCERS—AND

Commission and Forwarding Merchants,

L D. Addison,
J. M. Clendenin,
H. N. Sands. } LOUISVILLE.

W. H. Bacon & Co.

WHOLESALE GROCERS,

Commission and Forwarding Merchants,

MAIN ST., LOUISVILLE.

W. H. Bacon,
J. B. Danforth & Co. }
Agents for J. Scott's Asbestos fire proof Iron Chests, and Fairbank's Platform Scales.

ROBT. BALDWIN, Jr. & CO.

Commission, Receiving and Forwarding

MERCHANTS—and

STEAM BOAT AGENTS,

Robt. Baldwin, Jr.
Thos. Baldwin,
Wm. Baird. } 5, *Commercial Row, Louisville.*

BARR, PINCKARD & CO.

LOUISVILLE, (KEN.)

McCUTCHEN, PINCKARD & CO.

VICKSBURG, (MISS.)

Forwarding & Commission Merchants.

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J. C. BUCKLES,

Commission and Forwarding Merchant,

AND

STEAM BOAT AGENT,

Steam Boat Warehouse, mouth Bear-grass creek,

LOUISVILLE.

Buckner & Hughes,

Wholesale Grocers,

Commission, Forwarding and Boat Store

MERCHANTS—and

DEALERS IN COUNTRY PRODUCE,

No. 6, *Commercial Row, Water street,*

Robt. Buckner, }
J. H. Hughes. }

LOUISVILLE.

JAMES B. CANNON,

Produce and Commission Merchant,

WALL ST., LOUISVILLE.

J. S. Chenowith & Co.

Commission & Forwarding Merchants,

J. S. Chenowith, }
Tho. H. Chenowith, }
[illegible]sil P[illegible] }

MAIN ST., LOUISVILLE.

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CLARKE & BUCKNER,
STEAM BOAT AGENTS,
Commission and Forwarding Merchants,
Corner of Bullitt and Water streets,
LOUISVILLE.

Leander Clarke,
Simeon Buckner.

COLEMAN, WARD & CO.
Commission Merchants,
WALL STREET, LOUISVILLE.

C. W. CROZIER & CO.
Commission and Forwarding Merchants,
PEARL STREET, LOUISVILLE.

GEO. G. FETTER & CO.
WHOLESALE GROCERS,
Commission and Forwarding Merchants,
LOUISVILLE.

FORSYTH & CO.
Commission and Forwarding Merchants,
AND
WHOLESALE GROCERS,
PEARL STREET, LOUISVILLE

Forsyth,

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GAY & GRAY,

Commission and Forwarding Merchants,

AND

WHOLESALE GROCERS,

MAIN STREET, LOUISVILLE.

Wm. Gay,
Geo. E. H. Gray.

DAVID HERAN,

WHOLESALE GROCER,

Commission and Forwarding Merchant,

MAIN STREET, LOUISVILLE.

H. B. HILL & CO.

COMMISSION MERCHANTS,

MAIN STREET, LOUISVILLE.

Horace B. Hill,
William Prather,
Walter Cox.

JAMES B. HUIE & CO.

WHOLESALE GROCERS, and

Commission and Forwarding Merchants,

No. 1, Commercial row, Louisville.

James B. Huie, of Louisville,
John De Hart, of Louisiana.

AMES S. IRWIN,

WHOLESALE GROCER,

COMMISSION MERCHAN

MAIN STREET

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Johnson, M'Ginnis & Co.

Commission & Forwarding Merchants,
AND WHOLESALE GROCERS,
Wall street, Louisville.

JACOB KELLER & Co.

WHOLESALE GROCERS AND
Commission Merchants,
Main, between Pearl and Wall streets,
LOUISVILLE.

LANE, ANDERSON & Co.

WHOLESALE GROCERS,
Commission & Forwarding Merchants,
Main, between 3d and 4th cross streets,
LOUISVILLE.

L. LOUGHERY,

Produce and Commission Merchant,
WALL STREET, LOUISVILLE.

NIVEN & BLANCAGNIEL,

Commission Merchants,—and
WHOLESALE GROCERS,
Main street, between 5th & 6th streets, Louisville.

Wm. Niven.
Theo. Blancagniel.

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Phillips, Reynolds & Co.
COMMISSION MERCHANTS,
Pearl street, Louisville.

POMEROY & HARTSHORN,
General Commission,——and
FORWARDING MERCHANTS,
Commercial row, Water street, Louisville.

POPE, DAVIS & Co.
Commission & Forwarding Merchants,
MAIN STREET, LOUISVILLE.
W. H. Pope,
Benj. O. Davis,
Robt. Pope.

THOMAS J. READ & SON,
Commission and Forwarding Merchants,
WALL STREET, LOUISVILLE.

ROGERS & DUNHAM,
PRODUCE, COMMISSION, AND
Forwarding Merchants,
Wall street, Louisville.
B. Dunham,
W. Rogers.

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ROWLAND, SMITH & Co.

Commission & Forwarding Merchants,

Main street, Louisville.

T. G. Rowland,
Abm. O. Smith,
Geo. J. Rowland.

Smith, Riddle & Co.

WHOLESALE GROCERS, AND

Commission and Forwarding Merchants,

Main street, Louisville,

VERNON & TIBBITTS,

COMMISSION MERCHANTS,

Main street, Louisville.

WEBB & NISBET,

Forwarding & Commission Merchants,

Wall street, Louisville.

E. Webb,
W. Nisbet.

SAMUEL COOPER,

Seed Establishment,——and

GENERAL COMMISSION MERCHANT

Market street, Louisville

REFER TO

Messrs. Bates & Co. and A. T. Hall & Co. *Boston.*

Bond, Whitewell & Co. *N, York.*

Weld & Jenks, *Baltimore.*

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Thomas Bohannan & Co.

WHOLESALE DEALERS IN

DRUGS, PAINTS, DYE STUFFS, &c.

Main street, two doors east of Louisville Hotel,

LOUISVILLE.

Thos. Bohannan,
J. W. Greenhow.

GEORGE A. LEWIS,

WHOLESALE DRUGGIST,

Market street, between 3d and 4th, Louisville.

R. MARTIN & CO.

Wholesale and Retail Dealers in

Drugs, Medicines, Paints, Oils, Varnishes,

DYE STUFFS, &c.

Fourth cross street, between Main and Market streets,

Louisville.

Doct. Thomas E. Wilson,

WHOLESALE

Druggist and Apothecary,

Main street, 2d door east of 5th cross street,

Louisville.

J. & J. W. ANDERSON,

Wholesale Dealers in

DRY GOODS,

North side of Main, between 4th and 5th streets,

LOUISVILLE.

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THOMAS BATES & CO.

DEALERS IN

DRY GOODS,

MAIN STREET, LOUISVILLE.

BELL, EVANS & CO.

Importers, and Wholesale Dealers in

Foreign and Domestic, Staple and Fancy

Dry Goods,

AND

HARDWARE AND CUTLERY,

North side Main street, between 4th and 5th,

Wm. Bell,
John S. Evans,
John Bell.
} LOUISVILLE.

JOSHUA B. BOWLES,

Wholesale Dealer in

DRY GOODS,

Main street, between 3d and 4th streets, LOUISVILLE.

EDWARD CROW & CO.

Importers and Wholesale Dealers in

Foreign and Domestic Dry Goods, Shoes,

BOOTS, HATS, &c.

N. side of Main, between Wall and Bullitt streets,

Edw. Crow,
Joshua Tevis,
James W. Brannon.
} LOUISVILLE.

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EWING & CROMEY,

COMMISSION MERCHANTS,

MAIN STREET, LOUISVILLE,

For the sale of Domestic Manufactures of the West—such as Kentucky and Steubenville Jeans, Linseys, &c. by

WHOLESALE—and

Importers of Irish Linens, Diapers, Lawns, &c.

Saml. Ewing,
James Cromey.

W. & C. FELLOWES,

WHOLESALE

Staple and Fancy Dry Goods,

IMPORTERS OF

DUTCH BOLTING CLOTHS, AND

MANUFACTURERS OF

JEANS, LINSEYS, SOCKS, &c.

Corner of Main and Wall streets,

LOUISVILLE.

William Fellowes,
Cornelius Fellowes.

☞[See Statistics.]

CHARLES FORBES,

Wholesale and Retail Dealer in

FANCY AND STAPLE DRY GOODS,

Main, between 3d and 4th streets,

LOUISVILLE.

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GARVIN, CARSON & CO.

Wholesale Dealers in

FOREIGN AND DOMESTIC DRY GOODS,

Main street, between 3d and 4th, (south side,)

LOUISVILLE.

Wm. Garvin,
Thos. J. Carson,
Saml. Getty,
Jas. Garvin.

GORE & ROGERS,

Wholesale Dealers in

FOREIGN AND DOMESTIC DRY GOODS,

North side of Main, one door below Wall street,

Louisville.

Joshua Gore,
Wm. G. Rogers.

ORMSBY HITE & CO.

WHOLESALE DRY GOODS DEALERS,

Main street, 3d door from Wall street,

LOUISVILLE,

O. Hite,
Abm. Hite.

JONES & ORTH,

Commission Merchants for the sale of

DOMESTIC DRY GOODS,

LOUISVILLE,

☞ Sole Agents for the Steubenville Woollens Company's *Jeans, Flannel, Negro Cloth, &c.*

☞ N. B. Orders promptly attended to.

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H. & H. C. MELONE,

WHOLESALE AND RETAIL

Dry Goods Merchants,

Main, between 3d and 4th streets,

LOUISVILLE.

MERRIE & BULLEN,

WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC DRY GOODS,

Main street, (beween 3d and 4th,)

opposite the Bank of

LOUISVILLE.

Robt. Merrie, Jr.
S. H. Bullen.

MURPHY, EVANS & CO.

Wholesale Dealers in

DRY GOODS AND HARDWARE,

MAIN STREET, LOUISVILLE

Michael Murphy,
F. Evans,
N. W. Ford.

NEWCOMER, MULLIKIN & Co.

DEALERS IN

STAPLE AND FANCY DRY GOODS,

South side of Main, 3d door above 4th streets.

LOUISVILLE.

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PEARSON & ANDERSON,

Wholesale Dealers in

DRY GOODS,

North side of Main, between Bullitt and 5th streets,

LOUISVILLE.

REINHARD, FITCH & Co.

CARPET, AND GENERAL FURNISHING

Warehouse,

for Steam Boats and Houses,

S. W. corner of Main and 4th streets,

LOUISVILLE.

S. RUSSEL & CO.

Wholesale Dealers in

DRY GOODS, BOOTS AND SHOES,

HATS AND BONNETS,

Main street, between 3d and 4th streets,

LOUISVILLE.

Saml. Russell,
J. & A. Wray, of Philad.

SMITH & COURTNEY,

Wholesale and Retail

FANCY DRY GOODS DEALERS,

South side of Main, between 3d and 4th streets,

second door below the Bank of

LOUISVILLE.

Geo. W. Smith,
Ro. H. Courtney.

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B. G. CUTTER & CO.

WHOLESALE DEALERS IN

Liquors, Wines, Oils and Groceries,

No. 4, Prather's row, Main street,

B G. Cutter, } LOUISVILLE.
J. H. Cutter. }

Thomas Forsyth,

WHOLESALE GROCER,

MARKET ST., LOUISVILLE.

H. H. JONES & Co.

WHOLESALE GROCERS,

AND

Dealers in Produce, &c.

MAIN ST., LOUISVILLE.

NOCK & RAWSON,

Wholesale Dealers in Foreign and Domestic

LIQUORS, WINES, TOBACCO, &c.

4th street, between Main and Market sts.,

(Opposite the Northern bank,)

LOUISVILLE.

Saml. L. Nock, }
Alonzo Rawson. }

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E. TALMAGE & CO.

DEALERS IN

FOREIGN & DOMESTIC LIQUORS,

(Opposite Coleman, Ward & Co.)

WALL ST., LOUISVILLE,

☞ Are constantly prepared to supply *Steam Boat bars, and others,* with the choicest Wines, Liquors and Cigars—together with every article a bar stands in need of.

Wells & Buthmann,

No 11, Prather's row,

Main, between Fifth and Sixth streets, Louisville,

IMPORTERS AND DEALERS IN

WINES & LIQUORS, (exclusively,)

WHOLESALE AND RETAIL.

Wm. H. Wells,
John H. Buthmann.

J W. BREDEN,

Wholesale Dealer in

Porter, Ale and Vinegar,

4th cross street, between Market and Jefferson,

LOUISVILLE.

A. & J. FONDA,

Wholesale Fruit Dealers,

Wall street, Louisville.

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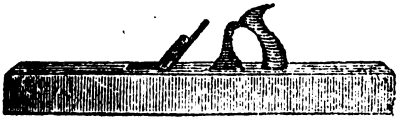
CLAGETT & KIMMEL,
Wholesale Dealers in
Hardware, Cutlery, Saddlery, &c.
South side Main, near 4th cross streets,
A. Y. Clagett, } LOUISVILLE.
Wm. Kimmell. }

NATH'L HARDY,
Hardware, Castings, Iron, Nails, &c.
WHOLESALE AND RETAIL,
Main street, one door east of Bank of Kentucky,
LOUISVILLE.

JOHN RUST,
IMPORTER OF
HARDWARE & CUTLERY,
No. 10, Jacob's row, Pearl street,
LOUISVILLE.

STOUT & RICHEY,
WHOLESALE AND RETAIL
Plane Manufacturers,—and



TOOL STORE,
5th cross, between Main and Market streets,
LOUISVILLE.

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M. DICKSON,
IMPORTER OF
Fine double and single barrel GUNS,
BELT & POCKET PISTOLS,
AND MANUFACTURER OF
RIFLES OF EVERY DESCRIPTION.
Pearl, or 3d cross street, Louisville.
☞ Repairing done in the neatest manner.

FLETCHER & REEVES,
DEALERS IN
Watches, Jewellery, Silver Ware,
MILITARY GOODS, PISTOLS,
Surveyor's Compasses, Piano Fortes, Music, &c.
South side Main, between 4th and 5th sts.,
LOUISVILLE.

LEMON & KENDRICK,
DEALERS IN
Watches, Jewellery, Silver & Plated Ware,
FINE CUTLERY & FANCY GOODS,
North west corner Main and Wall streets,
LOUISVILLE.

Richard E. Smith,
DEALER IN
Watches, Jewellery & Fancy Goods,
South side Main, near Wall street,
LOUISVILLE.
☞ Silver, Plated and Britannia Ware, fine Cutlery, Musical Instruments, Lamps, &c.

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DENNY & COLSTON.

Brush and Comb Manufacturers,

AND DEALERS IN

English, French & German Fancy Goods,

No. 7, Jacob's row, Pearl (or 3d cross) street,

Wm. S. Denny, } LOUISVILLE.
Joseph H. Colston. }

ANDREW LOW & Co.

IMPORTERS OF

English, French & German Fancy Goods,

North side Main street,

Andrew Low, } LOUISVILLE.
Alonzo Lilly, }
J. C. Baldwin, }
H. R. Coburn. }

JAMES LOW & CO.

MANUFACTURERS OF EVERY DESCRIPTION OF

COMBS, HATS,

And importers of ENGLISH, FRENCH and GERMAN

FANCY GOODS,

Main street, Louisville.

James Low, }
Emory Low. }

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W. BEMENT & CO.

Manufacturers and Wholesale Dealers in

HATS AND CAPS:

ALSO, DEALERS IN

Hatters' Furs and Trimmings,

Corner of Main and Fifth streets,

LOUISVILLE.

P. & C. L. L. LEARY,

Hat and Cap Manufacturers,

Dealers in, and Importers of

HATTERS' FURS AND TRIMMINGS,

Main, between 6th and 7th streets,

LOUISVILLE.

WM. H. LLOYD & CO.

WHOLESALE

HAT, CAP, AND FUR STORE,

Main street, 4 doors above 4th,

Louisville.

J. G. PRAIGG & CO.

Wholesale dealers in

HATS, CAPS, FURS AND TRIMMINGS,

North side of Main, between 4th and 5th streets,

Louisville.

John G. Praigg,
Joseph Chamberlin.

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W. F. TOD,
WHOLESALE AND RETAIL
HATTER,
Louisville.

JAMES BRADY,
Importer, Wholesale and Retail Dealer in
Ready made Clothing,
West corner of Wall and Water streets, Louisville.

DANIEL BURRITT & Co.
Merchant Tailors,
Keep a constant supply of
Superior Cloths, Cassimeres, Vestings, &c.
Corner of Main and 6th streets, Louisville.

M. A. & E. Chaffin,
DEALERS IN
Stocks, Gloves and Suspenders,
AND
READY MADE LINEN,
At their Furnishing Store,
Main street, between 5th & 6th,
LOUISVILLE

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JOHN MAGNESS,

Merchant Tailor and Clothing Store,

MAIN STREET, LOUISVILLE,

AND

J. & J. MAGNESS,

MERCHANT TAILORS,

No. 20, Baltimore st., Baltimore.

WM. H. & G. B. BELL,

Saddle, Harness and Trunk

Manufacturers,

THIRD, OR PEARL STREET, LOUISVILLE.

Martin, Hall & Co.

DEALERS IN

Saddlery, Plated Ware, Trimmings, &c.

Granite row, north side Main st., below 4th st.,

LOUISVILLE.

J. Martin,
Ed Hall,
J. Diven.

E. & W. H. STOKES,

WHOLESALE

SADDLE HARNESS & TRUNK

MANUFACTURERS:

ALSO, DEALERS IN

PLATED WARE & SADDLERS' TRIMMINGS,

Main, between 5th and 6th cross sts., Louisville.

N. B. Also, Agents for the Louisville Saddle Tree Manufactory.

[☞ See Statistics.]

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JAMES BRIDGFORD,

North side of Main, between 5th and 6th cross streets,

LOUISVILLE,

MANUFACTURER OF

Tin, Copper and Sheet Iron Ware:

ALSO, ALWAYS ON HAND,

A general assortment of STOVES & GRATES,

Of various sizes and patterns.

☞ Steam boat and Distillery work done at shortest notice.

THOMAS COLEMAN & Co.

Main street, near corner of 4th street,

MANUFACTURERS OF

Tin, Sheet Iron and Copper Wares—

ALSO,

STOVES & GRATES OF ALL DESCRIPTIONS,

AND

Steam boat work done at the shortest notice.

LOUISVILLE.

B. P. HALL,

Tin, Copper, Stove, Mantel, Grate

AND

SHEET IRON WARE MANUFACTORY,

Main street, nearly opposite the Galt house,

LOUISVILLE.

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THOMAS M'GRAIN,

(Successor to A. Barnet,)

4th cross, between Main and Market streets,

LOUISVILLE,

MANUFACTURER OF

Barnet's superior Cooking Stoves,

AND

Tin, Copper and Sheet Iron Ware.

☞ Has always on hand, a good assortment of Stoves and Grates of the most useful patterns.

Taylor, Horning & Kinney,

COPPER, TIN, AND SHEET IRON

MANUFACTURERS,

BRASS AND IRON FOUNDERS AND MACHINISTS:

Stoves and Grates of every description at their establishment, on

Main street, (opposite the Louisville hotel,)

James A. Taylor,
Jacob A. Horning,
William Kinney. } LOUISVILLE.

BEATTY & CURRY,

Founders, Steam Engine Builders,

AND

BOILER MANUFACTURERS,

JEFFERSON FOUNDRY,

Corner of 9th and Water streets, Louisville.

[☞ See Statistics.]

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BRIDGFORD, RICKETTS & Co.

LOUISVILLE FOUNDRY

STEAM ENGINE BUILDE

AND

BRASS & IRON FOUNDERS,

Water street, between 7th and 8

LOUISV

[☞ See Statistics]

WM. & F. GRAINGER,

ENGINE BUILDERS & MACHINI

Bell and Brass Founders,

GAS AND WATER WORKS FITTINGS, &

Water street, between 5th and 6th streets

LOUISVI

SCHNETZ & BALDWIN,

WASHINGTON FOUNDR

Main, near 9th, and on 9th cross str

LOUIS

FOUNDERS, STEAM ENGINE BUILDE

AND

BOILER MAKERS—

Also, Manufacturers of Tobacco, Paper and oth

SCREWS.

George Schnetz,
Jabez Baldwin.

[☞ See Sta

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LETTER XXI.

Passage from Louisville—Entrance upon the Mississippi—Arrive at St. Louis—Foundation and early history of that city—Its incorporation—Statistics—Resources—Number of hogs slaughtered in the Mississippi valley—Manufacturing and mercantile operations—Cards of Merchants and Manufacturers.

ST. LOUIS, (Missouri,) March 3d, 1837.

I left Louisville on the 17th Feb., in the steam boat Pittsburgh, Capt, Blake; but did not leave New Albany, on the opposite side of the river, below the canal, until the next morning. Our passengers numbered about 40, and the fare to St. Louis was $15. [The incidents attending the passage, with a sketch of the river scenery, villages, (and distances between,) &c., will afford the subject of a subsequent letter.]

On the morning of the 20th, between three and four o'clock, we entered the Mississippi.* The concussion, when the boat struck the current, was precisely similar to that produced from striking a log with a heavy headway on; and we strangers supposed it was a log, until informed of the true cause.

On the morning of the 22d, a day which *can never be lost sight of*, for it becomes so much brighter at each revolution, especially when contrasted with every other civil epocha, (except the 4th of July,) that *the* BLIND, *in time, will be brought to behold it!*—on the morning of this memorable day, our boat arrived alongside the levee

*The aboriginal word was spelled *Messachipi*, signifying the *Father of Waters*.

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of this famous city. Our passage had been rather longer than usual, occasioned by the discharge of freight, as is usual with the first spring boats, but it was a pleasant one. The company was agreeable; the boat a good one, (belonged to the Good Intent line;) the captain and the other officers knew their duty, which they carefully and prudently performed: the table was cleanly spread, with an abundance upon it, well served; the passengers were attended to (the Captain presiding) by quiet, cleanly waiters—and there was no gambling, drinking, or profane language on board, during the whole passage.

The site on which St. Louis stands, was selected, in 1763, by Mr. Laclede, a Frenchman, as suitable for establishing a trading post with the Indians of the Upper Missouri and Mississippi—and on the 15th of February, 1764, the same gentleman, in company with several persons brought with him from New Orleans, Ste. Genevieve, Fort Chartres, and Cahoika, reached the site; and laid out a town, which they called St. Louis, in honor of the reigning monarch of France, Louis XV., who claimed the whole country, then designated Louisiana.—St. Ange, the French commandant, arrived the next year with a body of troops, and assumed the powers of government. St. Louis was thenceforward considered the capital of Louisiana.

"Established on the very outskirts of civilization, in a wilderness country, and exposed to the incursions of the fierce tribe of Indians that surrounded them, the inhabitants of St. Louis confined themselves mostly to agricultural pursuits, each inhabitant being the owner, under concession of the government, of a portion of land adjoining the town. A few of them, however, en-

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gaged in commerce, carrying on a profitable traffic in furs and peltries with the Indians of the Mississippi and Missouri, and supplying the town with articles of merchandize drawn from New Orleans and Mackinaw, which was then a principal depot of English trade. In the meantime, the town did not extend beyond the original limits, and there was no accession to its population beyond the natural increase among the inhabitants.

"After the transfer of Louisiana to the United States, a tide of emigration from the eastern states began to pour into the fertile lands west of the Mississippi. The emigrants brought with them a spirit of enterprize in commerce, mechanism and agriculture, which gradually began to develope the great resources of the country, of which St. Louis was the most important point. About this time, also, an important change was effected in the means of inland navigation. Hitherto, all commercial operations, as far as regards the transportation of merchandize, had been carried on by means of keel boats and barges, the effect of which was, to render the intercommunication between different points tardy, expensive and unsafe. The inconveniences were obviated by the invention of steam boats, the first of which, the *General Pike*, made its appearance in the port of St. Louis in the year 1817.

"From this period, particularly, we may date the progress of the improvement of St. Louis. Its limits and population were gradually increased in extent and numbers; and, in fact, the character and appearance of both were changed. Agriculture was pursued more extensively and energetically—the mineral wealth of the country was brought to light; and the different branches

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of human industry, successfully carried on, gave activity to a commerce which must eventually place St. Louis, with its advantages of location, on an equality, at least, with the fairest cities of the western country.

"St. Louis, the seat of justice of St. Louis county, is situated on the west bank of the Mississippi, about 20 miles below the mouth of the Missouri river, in lat. 38° 39′ N., and lon. 89° 46′ W. It occupies a plain, which, rising gently and gradually at an angle of about two and a half degrees to a distance of six hundred yards from the river, terminates in a horizontal plane, which extends far to the west, north and south.* The city is built entirely over a substratum of lime stone, which runs from the bed of the river along the whole eastern front of the city, and for several miles above and below, back into the interior to as great a distance.

"The rail roads about to be established will open easy and expeditious channels, all terminating at St. Louis, through which it will receive the countless treasures that lie in the basin of the Ozark mountains. The south-western part of the state, is fertile in soil, and rich in almost every mineral. Iron, lead, and copper, are found in beds that are inexhaustible;—all the productions of our climate are raised with facility, and in abundance;—immense herds of domestic animals are reared without care or trouble to the owner; in addition to all which, it abounds with large forests of the best and rarest building timber. Should the system of internal improvements alluded to, be successfully prosecuted,

*This was formerly a prairie; but since the fire ceased to sweep over it, it is fenced, and trees have sprung up.

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the whole of this region will soon teem with industry and life: St. Louis will be the market for the product of that industry, and, being abundantly supplied with the material, she will soon manufacture many of those articles which are now brought from abroad."

In the year 1822, the inhabitants of St. Louis were created a corporation by the Legislature, under the name of the "*Mayor, Aldermen and Citizens of the City of St. Louis.*" This corporation is vested with extensive powers for the regulation of the municipal concerns of the city, and under their particular government it has continued to embellish and improve. The revenue of the city now amounts to about $33,829, annually.

The chartered limits of St. Louis embrace an area of about a mile and a half in length, north and south, by about half a mile in width; but if the suburbs are included so as to comprehend North St. Louis, Central St. Louis, and South St. Louis, its limits will be extended several miles.

Central St. Louis is desirable for private residences, its situation being elevated and salubrious, commanding a fine prospect of the river both ways. North and South St. Louis offer many advantages to the manufacturing class.

South St. Louis possesses extensive quarries of the best lime and free stone; and, very lately, a quarry of marble has there been discovered, that will bear comparison with the finest Egyptian marble. The land in the vicinity of St. Louis is fertile in the highest degree, and contains beds of bituminous coal, which are believed to be inexhaustible. This coal is found within four miles to the south west of the city.

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The export trade of St. Louis comprises, in part, fur and peltries, lead, iron, hides, beef and pork, whiskey, hemp, tobacco, corn, and almost all the productions of the middle latitudes. An idea may be formed of the commerce of St. Louis, from the statement, that forty-two steam boats, of different sizes, varying from one hundred and fifty to three hundred tons, have frequently been seen at the wharf at one time; and at no season, excepting the winter, are there less than twenty steam boats within the harbor—the average number is about thirty. These boats ply as regular traders between St. Louis and the different cities on the Ohio and the Mississippi below, and the towns on the same river and the Missouri, and their tributaries, above. They invariably arrive and depart with full freight. St. Louis has this advantage over the cities on the Ohio—that the Mississippi and Missouri, excepting in the winter season, when they are bridged over with ice, are always navigable for the largest class of steam boats.

A Company has been formed here, called the *Floating Dry Dock Company*. They are the patentees of a dock invented by Mr. John Thomas. This dock consists of a certain number of floats, which can be increased or diminished at pleasure, and are connected together laterally. Each float is about fourteen feet wide and sixty long, and can be sunk in the river to any given depth, and there suspended. When the floats are connected together and sunk, a boat is placed immediately over them; they are then gradually raised above the surface of the water, until the boat is entirely exposed. She is then repaired without any of the inconveniences attendant on the mode of construction of other docks. A

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free circulation of air is obtained, by means of which the workmen can operate with facility and comfort; and the entire hull of the vessel being exposed to the action of the sun and air, is dried without the use of fire.

The healthiness of the situation of St. Louis will not admit of a doubt. There are no causes to render it insalubrious; and it is a well ascertained fact, that there has been as little mortality from diseases in St. Louis as in any other place of the same population in the United States.

In the year 1831, the population of this city, including the suburbs, was estimated at 6,000. According to a census lately taken, it is ascertained that the population, within the chartered limits only, is 9,414. The suburbs, 3,000 more—giving an aggregate of 12,414, the total number of inhabitants ten months ago. The impression now is, that the population amounts to 15,000.

St. Louis contains 8 Churches, 2 Market houses, a Court house, an Hospital, an Orphan Asylum, 5 Hotels, 4 brass and iron Foundries, 4 Printing Offices, and a large number of saw and grist Mills. It also contains a number of Primary Schools, a Nunnery, and an Academy for the education of females. In fine, viewing St. Louis in the light which it deserves, there is nothing risked in the assertion, that it is destined to attain a station eminent and unrivalled.

For much of the foregoing matter, I am indebted to a Directory of this city: and to the politeness of individuals, (except what came within my own observation,) for what follows:

The Courthouse is a very handsome brick building, on the most elevated ground in the city, with a cupola, from which the most extensive, (and almost the only)

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view can be had, of the river and surrounding country. The spacious lot in which it is located, is surrounded with iron railings. The City Hall surmounts one of the Market houses. A Theatre is in progress of building, and an hotel, on a large scale—*a good one is much wanted*—it is to be called the "St. Louis House," contracted to cost $120,000.* The St. Louis University is in the western suburbs of the city; it has nine professors, members of the college of Jesuits, with ample powers. A Medical department has been recently attached to it.

The Catholic Cathedral, is a splendid edifice, and for beauty and symmetry of architecture, will compare with any other in the United States. It has a peal of six bells; the three largest were cast in Normandy, and weigh severally 2600, 1900, and 1500 pounds.

The city is supplied with water through the medium of water works. A reservoir is constructed on one of the large artificial mounds, in the northern suburbs of the city, into which water is forced by steam power, from the Mississippi, and from which it is conveyed through iron pipes to such points as required. The engine, however, is not of sufficient power, and will soon give place to one of more efficiency.

The antiquities of St. Louis are, besides three or four mounds, an old stone castle, on the bank of the river, surrounded by a stone wall, the enclosure containing probably the eighth of an acre; and the primitive dwellings, of some of the first settlers, among whom were Messieurs Auguste and Pierre Chouteau—the latter of whom yet lives, but exceeding his term of "four score years."

*Board at *hotels* is from 2 to $2.50 per day—and the farther west a person travels the more indifferent I have found them.

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Manufacturing, by labor-saving machinery, has not been introduced yet to a great extent, although some progress has been made: but the high price of fuel and labor operate as a material drawback. Notwithstanding the "coal mines are so convenient," the price is frequently from 25 to 33 cents a bushel, delivered—and wood ranges the year round from 6 to $8 per cord.—Mechanics get their 2 to $3 per day, and common laborers $1.50—all in hard money; for, except among mercantile men, few bank notes circulate. All building materials are high: the boards and shingles are brought from the western part of New York, and supply, not only the demand here, but great quantities are sent to Galena.—Commmon cullings sell here at $3 per 100 feet; bricks at $10 to 11 per 1000, and $4.50 for laying them.—Rents are extremely high—stores and warehouses are in all stages of progress: those in desirable situations, are under rent at present from $1500 to $3000 a year.—There exists no ordinance at present, although the legislature has granted the authority to pass one, prohibiting the erection within the city of frame buildings; and a small one was shewn me which cost the owner only $1000 to erect, and he receives an annual rent of $1200 for it!

Messrs. Savage & Austin sold Real Estate last year to the amount of $650,000—of Merchandize, generally, $300,000; and paid a tax, to the state and county, of $8,000. Their highest prices obtained for lots were for those sold on Front street, next the river, which brought $500 per foot—those on Main street, next parallel, $400: out of the city limits 5 to $60 per foot.

A charter has been granted by the legislature, authorising the establishment of the *Bank of Missouri*, with

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a capital of $5,000,000, which is to go into operation next May or June. This is the first bank ever established in the state.

The *markets* are scantily supplied, and of course the articles of subsistence are high. Flour, per bbl. $10; Corn Meal, bush. $1; Beef, lb. 8 cts.; Pork, do.; Sausages, 10 a 12; Turkies, a piece, $2 a 2.50; Geese, 1.25; Fowls, pair, 1.50; Butter, firkin, lb. 50 cts.; Potatoes, bush. 75—&c. &c.

The number of *Hogs*, slaughtered in Missouri, the last season, was about 100,000, averaging 200 lbs. each, and cost from $3.50 to 5 per 100 lbs. The market price, up the Missouri river, was $3.50. In Illinois, about the same number was slaughtered, and the average in weight was about the same, but cost somewhat higher; great quantities are brought down the Illinois river, in bulk, the animal, after being cleansed, is simply split into two parts, from the snout to the tail, and in that form *cured*. Several *cords* of the article are now *ranked* up on the levee, in the form that *pigs* of lead are piled on the river's banks. About 80,000 were slaughtered in Indiana, averaging 180 lbs. each, and cost from $4.25 to 6 per 100 lbs. These several sums, added to the 180,000 of Cincinnati*—to Pittsburgh 20,000—and to Columbus, Portsmouth, Wheeling, and two or three other places—where it is known that packers were engaged the whole season in putting up—and the number will be found to amount to at least 500,000 hogs, the nett weight of which is *one hundred millions of pounds!* And this enormous amount is *all for market!*

*See Letter XV.

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At the *Mississippi Foundry* of Messrs. Gaty & Coohce, there were manufactured last year between 400 and 500 tons of pig metal into various kinds of castings; among which were 3 engines for ferry boats, and 19 for land purposes, (2 of the latter with double cylinders,) amounting to 22 engines—and from 18 to 20 set of Lead Furnace Irons, for the Galena and Dubuque mines. They also manufactured in the same time 200 tons of wrought iron into boilers, mill irons, &c.; consumed about 18,000 bushels charcoal, same amount of bituminous, and 5000 bushels anthracite coal; gave employment to from 80 to 100 hands; and their amount of sales, in the time specified, was $145,000.

Messrs. Bemis‡, Kingsland & Lightner, proprietors of the *St. Louis Foundry*, are just preparing to commence operations. Their works embrace two very large brick buildings, located in the northern, and a very handsome part of the city.

The number of licenses issued to merchants and dealers in foreign articles, except to the dealers in wines and liquors alone, the last six months, was 164. They are classed according to the capital invested. The largest amount supposes $50,000, (which I have trebled, to embrace the year,) and the least 4,000,—(which I have doubled)—the maximum and minimum cost of a license, which is issued and collected *semi-annually*, is from $50 down to $3.75. By graduating the licenses, first ascertaining the number of each specific one, as *that* determined the amount of capital *there* invested, (if the merchant gave a correct statement to the collector,) and the

‡See Letter V.

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amount of sales of dry goods, wares, &c. except as above excepted, would be about . . . $5,000,000
Messrs. Savage & Austin, Auctioneers, 950,000
The amount of business, per annum, of the American Fur Company, is from $225,000 to 250,000—say (medium,) . . 240,000
The Furs and Peltry of W. P. Hunt, Esq. are heavy operations; I did not enquire to what extent—
The operations at the Mississippi Foundry, 145,000

$6,335,000

* * * * * *

If the above amount is too small, the fault is in the merchants—it is based on a data of their own furnishing.

The *blanks* left, by a want of knowledge of the extent of other business transacted and not introduced here, I must leave to be filled up by some person, better qualified for the task than I have been able to make myself, notwithstanding my efforts have been indefatigable.

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ALLEN & DOUGHERTY,

Auctioneers

AND

Commission Merchants,

Robert Allen,
Geo. A. Dougherty. } MAIN STREET, ST. LOUIS.

SAVAGE & AUSTIN,

AUCTIONEERS

AND

Commission Merchants,

MAIN STREET, ST. LOUIS,

Attend to the sales of Furniture, Houses, Lands, Vessels, Dry Goods, Hardware, Groceries, Crockery Ware, Books, Maps, Prints, Paintings, and all Real and Personal Property, generally.

[☞ See Statistics.]

J. C. DINNIES & CO.

BOOKSELLERS & STATIONERS,

AND DEALERS IN

MUSICAL INSTRUMENTS, PAPER HANGINGS, AND FANCY ARTICLES,

S. W. corner of Main and Olive streets,

ST. LOUIS.

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C. KEEMLE,

Book, Job, and Letter-Press Printer,

No. 22, Olive street,

ST. LOUIS.

NATHL. TUCKER & Co.

Wholesale and Retail Dealers in

BOOTS, SHOES, LEATHER, HATS, CAPS, TRUNKS, &c. &c.

N. Tucker, P. Salisbury. } No. 80, MAIN STREET, ST. LOUIS.

SAML. NYE & CO.

Dealers in

Boots, Shoes and Clothing,

Saml. Nye, Geo. W. Eayrs, E. S. Gross. } No. 123, Main street, St. Louis.

E. CUTTING & CO.

WHOLESALE DEALERS IN

Ready Made Clothing,

Cloths, Cassimeres, Vestings, Domestics, &c.

NO. 78, MAIN STREET, ST. LOUIS.

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AMELUNG & LAYET,

Produce, Commission, and

Forwarding Merchants,

ST. LOUIS,

LAYET & AMELUNG,

Commission and Forwarding Merchants,

NEW ORLEANS.

Anderson, Thomson & Streater,

WHOLESALE GROCERS,

Commission & Forwarding Merchants,

Geo. C. Anderson,
John S. Thomson,
Chas. Streater.
} No. 82, FRONT STREET, ST. LOUIS.

H. N. DAVIS & Co.

WHOLESALE GROCERS,

Commission & Forwarding Merchants,

AND

Dealers in Produce,

NO. 61, FRONT STREET, ST. LOUIS.

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DINNIES, VAN PELT & Co.
ST. LOUIS,
VAN PELT, OELREICH & Co.
NEW ORLEANS,
Commission & Forwarding Merchants.

D. W. DIXON,
WHOLESALE GROCER,
Commission and Forwarding Merchant,
ST. LOUIS.

L. & A. G. FARWELL,
WHOLESALE GROCERS, AND
Commission Merchants,
No. 67, FRONT STREET, ST. LOUIS.

J. & W. FINNEY,
Wholesale Grocers, and
COMMISSION MERCHANTS,
70, FRONT STREET, ST. LOUIS.
☞ Ship Chandlery and Boat stores, always on hand.

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CHRISTOPHER GARVEY,

Commission & Forwarding Merchant,

AND WHOLESALE

GROCER AND PRODUCE DEALER,

No. 21, PRUNE STREET, ST. LOUIS.

HEMPSTEAD, BEEBE & CO.

Wholesale Grocers,

Commission and Forwarding Merchants,

William Hempstead,
Edward H. Beebe,
John Simonds, Jr.
} No. 14, FRONT STREET, ST. LOUIS.

HUNT, RIDGELY & CO.

WHOLESALE GROCERS,

Commission and Forwarding Merchants,

Jas. S. Lane,
F. L. Ridgely,
Jno. F. Hunt.
} FRONT STREET, ST. LOUIS.

THEODORE LABEAUME & Co.

Grocers, Commission Merchants,

SHIP CHANDLERY & PROVISION STORE,

No. 41, FRONT STREET, ST. LOUIS.

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JOHN LEE & CO.

WHOLESALE GROCERS, AND

Commission Merchants,

Corner of O'Fallon's row and Front street,

John Lee,
J. G. Lindell,
Elliott Lee.

ST. LOUIS.

M'GUNNEGLE & WAY,
Wholesale Grocers,

AND

Commission Merchants,

72, FRONT STREET, ST. LOUIS.

REEL, BARNES & CO.

(Successors of Vairin & Reel,)

Commission Merchants,

John W. Reel,
Robt. A. Barnes,
A. S. Robinson.

No. 59, FRONT STREET, ST. LOUIS.

REILY & CHOUTEAU,

Wholesale Grocers,

Commission & Forwarding Merchants,

FRONT STREET, ST. LOUIS.

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C. RHODES & CO.

WHOLESALE GROCERS,

Forwarding and Commission Merchants,

Christopher Rhodes, } FRONT ST., ST. LOUIS.
Frederick P. Walter. }

Russell & Lindley,

WHOLESALE GROCERS,

Commission & Forwarding Merchants,

No. 69, *Front street, St. Louis.*

JAMISON SAMUEL & Co.

Commission and Forwarding Merchants,

And wholesale dealers in

GROCERIES AND PRODUCE,

Jamison Samuel, } FRONT STREET, ST. LOUIS.
Churchill Samuel, }

☞ *Agents for J. Scott's Asbestos Fire Proof Iron Chests.*

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Smith, Brothers & Co.

WHOLESALE & RETAIL GROCERS,

Forwarding and Commission Merchants,

No. 4, Front street,

ST. LOUIS.

James Smith,
Wm. H. Smith,
John Cavender.

E. A. TRACY,

Forwarding and Commission Merchant,

FRONT STREET, ST. LOUIS.

VON PHUL & M'GILL,

Wholesale Grocers,

Commission & Forwarding Merchants,

FRONT STREET, ST. LOUIS.

J. & E. WALSH & Co.

WHOLESALE GROCERS—AND

COMMISSION MERCHANTS,

62, Front street, St. Louis.

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MARK WILSON,

Commission Merchant,

MARKET STREET, ST. LOUIS.

BAIRD & FARRELL,

WHOLESALE DEALERS IN

Fancy and Staple Dry Goods,

J. D. Baird,
J. W. Farrell. } No. 121, MAIN ST., ST. LOUIS.

BANCHOR & CLEVELAND.

Wholesale Dealers in

DRY GOODS AND GROCERIES,

No. 128, *Main street, St. Louis.*

Isaac Burnet & Co.

WHOLESALE DEALERS IN

DRY GOODS,

No. 71, *Main street,*

Isaac Burnet, St. Louis,
Isaac Smyth & Co., Philad. } ST. LOUIS.

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James Clemens, Jr.

WHOLESALE DEALER IN

DRY GOODS,

No. 14, *MAIN STREET, ST. LOUIS.*

CROW & TEVIS,

No. 77, Main street, St. Louis,

WHOLESALE DEALERS IN

Fancy and Staple Dry Goods,

BOOTS, SHOES, HATS, &c.

Wayman Crow, St. Louis. | Joshua Tevis, Philadelphia.

EDGAR & FORSYTH,

WHOSESALE DEALERS IN

DRY GOODS,

24, MAIN STREET, ST. LOUIS.

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J. & T. J. HOMER,

WHOLESALE DEALERS IN

EUROPEAN AND AMERICAN

DRY GOODS,

James Homer, } 108, MAIN STREET, ST. LOUIS.
Thos. J. Homer. }

McKee, Stewart & Lind,

WHOLESALE DEALERS IN

DRY GOODS,

John McKee, } No. 28, MAIN STREET, ST. LOUIS.
Thos. J. Stewart, }
Matthew F. Lind. }

POWELL, LAMONT & Co.

WHOLESALE DEALERS IN

Domestic, British, French and Swiss

DRY GOODS,

Peter Powell, } No. 13, FRONT ST., ST. LOUIS.
Jos. Powell, }
Duncan Lamont. }

RICKETSON & HOLT,

Wholesale and Retail Dealers in

STAPLE AND FANCY DRY GOODS,

Floor Oil Cloths, Bolting Cloths,

STEAM BOAT FURNITURE, &c.

No. 96, *Main street, St. Louis.*

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Sinclair Taylor & Co.

WHOLESALE DEALERS IN

DRY GOODS,

Robt. W. Taylor,
Sinclair Taylor.

No. 99, MAIN ST., ST. LOUIS.

W. & D. SMITH & CO.

WHOLESALE DEALERS IN

AMERICAN, BRITISH AND FRENCH

Dry Goods,

John Smith,
Wm. Smith,
Hy. Smith,
Dalzell Smith.

No. 101, MAIN ST., ST. LOUIS.

WARBURTON & KING,

WHOLESALE DEALERS IN

DRY GOODS, BOOTS, SHOES,

AND

HARDWARE,

Jno. Warburton,
H. King,
W. King,
J. P. Doan.

No. 17, MAIN ST., ST. LOUIS.

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JONES & BACON,

WHOLESALE DEALERS IN

Drugs, Paints, Glass and Dye Stuffs,

Thomas Jones, } No. 180, MAIN ST., ST. LOUIS.
S. J. Bacon, }

Agents for selling New England Crown Glass, and Gayler's Patent fire proof Iron Chests.

CORSE & ANDERSON,

Wholesale dealers in

Drugs, Medicines, Paints, Oils,

VARNISHES, DYE STUFFS, &c.

James M. Corse, } *No. 69, Main street, St. Louis.*
Wm. C. Anderson, Jr. }

JOHNSONS & LOTT,

Wholesale Dealers in

DRUGS, MEDICINES, CHEMICALS,

Paints, Oils, Varnishes, Dye Stuffs, Surgical

INSTRUMENTS & GLASS WARE—

Also, a general assortment of

SUPERIOR TOBACCO & CIGARS,

James H. Johnson, } No. 61, MAIN ST., ST. LOUIS.
Charles F. Lott, }
Madison T. Johnson. }

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AUG. GUELBERTH,

DEALER IN

Watches, Clocks, Jewellery, Silver Ware,

AND

FANCY GOODS,

159, *MAIN STREET, ST. LOUIS.*

MEAD & ADRIANCE,

Importers and wholesale dealers in

CLOCKS, WATCHES, FINE JEWELLERY,

Silver and Plated Ware, Guns, Pistols,

CUTLERY, MILITARY AND

FANCY GOODS, generally,

Corner of Pine and Main sts.,

Edward Mead, }
Edwin Adriance. } ST. LOUIS.

ALONZO CHILD & CO.

Wholesale Dealers in

HARDWARE, CUTLERY & PLOUGHS,

179, *MAIN STREET, ST. LOUIS.*

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CHARLES F. HENDRY & CO.

WHOLESALE AND RETAIL DEALERS IN

Plated Saddlery, Hardware, Saddle Trees, Saddlers' Tools;

All kinds of FINISHED LEATHER, BOOTS, SHOES, AND FINDINGS of every description:

No. 32, Market, South West corner of Second streets,
Directly under the American Museum,
ST. LOUIS.

MANNY, LYMAN & CO.

WHOLESALE AND RETAIL DEALERS IN

Saddlery, Hardware, Carriage and Harness Trimmings, Saddles, Bridles, Harness, Trunks, Whips, &c.

☞ Also, a general assortment of LEATHER,

No. 19, MAIN STREET, ST. LOUIS.

A. Gamble. | J. D. G. Manny. | James Lyman.

J. S. PEASE & CO.

IMPORTERS AND WHOLESALE DEALERS IN

British and American Hardware,

Cutlery, and Heavy Goods,

J. S. Pease, } No. 20, MAIN STREET, ST. LOUIS.
L. G. Irving. }

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PETER POWELL & Co.

IMPORTERS OF

Foreign and Domestic Hardware,

CUTLERY, &c.

No. 16, MAIN STREET, ST. LOUIS.

Spooner, Thomas & Ford,

Wholesale and Retail dealers in

FOREIGN AND DOMESTIC HARDWARE

AND CUTLERY,

Geo. W. Spooner,
Isaac. B. Thomas,
Oliver Ford, Jr.

No. 157, MAIN STREET, ST. LOUIS.

TAYLOR & HOLMES,

Wholesale Dealers in

QUEENSWARE, GLASS & CHINA,

John H. Taylor,
Edward Holmes.

FRONT STREET, ST. LOUIS.

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Plated Saddlery and Leather Store.

THORNTON GRIMSLEY,

No. 76, corner of Olive and Main streets,

ST. LOUIS.

JOHN YOUNG & CO.

Wholesale Dealers in

Saddlery and Harness,

Thornton Grimsley, } No. 37, MAIN STREET, ST. LOUIS.
John Young. }

WILSON P. HUNT,

N. W. corner of Front and Chesnut streets,

ST. LOUIS,

DEALER IN

Furs and Peltries.

POWARS & RANDALL,

WHOLESALE AND RETAIL DEALERS IN

Hats, Caps and Furs,

Moses Powars, } No. 90, MAIN STREET, ST. LOUIS.
Jno. J. Randall. }

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RABORG & SHAFFNER,
TANNERS, CURRIERS & HIDE DEALERS,
Main street, below Market,
ST. LOUIS.

JAMES M. BUCKLEY & Co.
Wholesale Grocers,
AND DEALERS IN
Boat and Bar Stores,
40, FRONT STREET, ST. LOUIS.

BURROWS & JENNINGS,
Wholesale and Retail
FAMILY GROCERS,
DEALERS IN FINE LIQUORS,
No. 95, MAIN STREET, ST. LOUIS.

RISLEY & MARTIN,
WHOLESALE DEALERS IN
GROCERIES, SHIP CHANDLERY
AND
PROVISIONS,
No. 68, FRONT STREET, ST. LOUIS.

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BURD, TILDEN & CO.

Stove Dealers,

COPPER, TIN, & SHEET IRON WORKERS.

Wm. Burd,
Richard S. Tilden,
A. M. Rucker.

No. 43, MAIN STREET, ST. LOUIS.

St. Louis Wire and Sieve Manufactory,

Corner of Fourth and Walnut streets, ST. LOUIS.

B. TOWNSEND & CO.

Are prepared to execute orders for

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LETTER XXII.

Rail road, stage route and *fare*, with the distances between the towns and villages, from Baltimore to Wheeling—Brownsville *(note)*—Islands on the Ohio--Towns and villages, distances between, with something of their topography—Forest trees—Singular formation of rocks on the Illinois shore—Counterfeiter's house and Ford's landing—Villages, islands, bluffs and trees on the Mississippi, from the mouth of the Ohio to St. Louis--Alluvial formations--Grand Tower—Earthquake—Mineral region--Forts—Roads, &c.

OHIO RIVER, March, 1837.

The new steamboat Paris was up at St. Louis, to leave on the 4th for Pittsburgh—and having finished the duties assigned myself, I concluded to return in her. We left at 9 o'clock on the morning of the 5th, and on the 8th, at noon, reached Louisville. On the 9th, from 2 to 7½ o'clock, P. M. (5½ hours,) we run from Louisville to Madison, upwards of 50 miles, with the river high: the Gen. Pike, mail boat, by which I was conveyed to Cincinnati, was about 10 hours on her passage—and the Vermont, from Cincinnati to Wheeling, 52 hours, where we arrived on the evening of the 15th, just in time to escape the descending ice, the breakings up of the Upper Allegheny. Fare from St. Louis to Louisville, $15—from Louisville to Madison, $1—from Madison to Cincinnati, $3—from Cincinnati to Wheeling, $12.

To reach this river, from the Atlantic cities or their vicinities, must be either by the western lakes, or over the Allegheny mountains: and by supposing the latter, which is the route I travelled, although different from that which is marked out below, the starting point may

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be at Philadelphia, by way of the Columbia rail road and canal; or by stage to Pittsburgh or Wheeling. If it be the object to strike the river at Wheeling, which will be more likely to be found navigable, especially if in mid-summer, or at the close of the year or opening of spring, as I have shewn in letter 3d, then the most direct or nearest route will be from Baltimore. By securing a seat in the stage, which must be done by applying at the stage office, (if, peradventure, you do not have a ticket thrust into your hand almost before arriving, proffering the information before it is asked,) you are conveyed, at the stated hour, (in the morning,) to the rail road depot, where you are provided with a *ticket to Frederick;* and on arriving at that handsomely situated town, containing a population of about 7,000 inhabitants, which is distant 60 miles by rail road, (or 45 by turnpike,) and which will require about six hours to travel, you take the stage for Wheeling. The stage fare varies at certain seasons; the proprietors of the lines, taking advantage of the abundance or press of travelling, or badness of the roads, as some other business men will do, charge accordingly.—When the number of travellers are few, then a *pittance* compensates. Last January, the stage fare from Baltimore to Wheeling, was $16—and at the same time, and same line, only $7 from Wheeling to Baltimore. It is now $15 from Wheeling to Baltimore, and 17 from Baltimore to Wheeling. The distance is travelled in about 60 hours, during which period, you have much wild and romantic scenery and other objects to attract attention, but no time for repose. For each meal you pay 50 cents.

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The mountain scenery is much as described in the "route to Pittsburgh:" the town and villages *here* are very handsome indeed. The buildings are mostly of brick and present a newness, which, taken in connexion with the lawns or gardens, gives them the appearance of much neatness.

From Baltimore (over the rail road)

To Frederick, is	60 miles.	To Smithfield,	3—189
To Middletown,	8—68	To Monroe,	20—209
To Boonsborough,	8—76	To Uniontown,	2—211
To Hagerstown,	9—85	To Brownsville,*	12—223
To Clearspring,	11—96	To Centreville,	7—230
To Hancock,	13—109	To Bealesville,	3—233
To Bevansville,	17—126	To Hillsborough,	3—236
To Flintstone,	10—136	To Washington,	12—248
To Cumberland,	13—149	To Claysville,	10—258
To Frostburg,	11—160	To West Alexander,	7—265
To Little Crossings,	12—172	To Triadelphia,	8½—273
To Petersburgh,	14—186	To Wheeling,	6½—280

*I promised, towards the close of letter I., to say something further concerning Brownsville, as a place of considerable importance, well known in its present costume to the community who travel thitherward, as being on the edge of Fayette county, Pennsylvania, divided from Bridgeport by Dunlap's creek, and possessing great commercial advantages, beside the rich lands which surround it.

Brownsville, at an early age, was known as *Fort Bird*; subsequently, during our Indian wars *in the west, as Redstone old Fort*. It was a point of embarkation for early settlers bound westwardly, as, on reaching it, they could make their election—either provide boats, and proceed down the Monongahela to Pittsburgh, or proceed to Wheeling by land. Those who had families with them generally adopted the former course. Brownsville is situated on the eastern bank of the Monongahela river, the National road passing through it, and is extensively engaged in manufactures, particularly those in which iron forms a material item. Steam boats are built here, and completely fitted; and within the limits of a very few miles, there are numerous furnaces and forges, rolling and slitting mills, paper

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The above are the distances, as marked on the mile posts, on the road between Wheeling and Baltimore.

The river Ohio contains ninety-eight islands; the first, or upper one, is called Adams' Island, and is about two miles below the confluence of the Allegheny and Monongahela rivers; the lowest, or last, is called Cash Island, and is about seven miles above the junction of the Ohio with the Mississippi. Some of the islands contain several hundred acres, and families are settled upon them. The second island, below Pittsburgh, is six miles in length; Zane's island, opposite Wheeling, contains 350 acres; and Blannerhasset's, between Little Kenawha and Little Hockhocking rivers, contains 700. The upper of the Green river islands, just below the mouth of the river of that name, is about six miles, and Diamond island, four and a half miles in length; the latter quite broad in the middle, and contains about 3,000 acres: this is probably the largest island in the river.—Cumberland island, which once gave protection to Burr and his "choice spirits," is abreast the mouth of Cumberland river, about three miles in extent, by which the mouth of the river is rendered imperceptible, from boats on the northern side of the island. Cash island contains several hundred acres, but it lies so low as to render it valueless. All the islands in the Ohio river are under the jurisdiction of those states which border on the southern side of it.

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mills, fulling mills, flouring and saw mills, &c. &c. Coal is inexhaustible. In the town are about 4,000 inhabitants, and the churches, stores, manufactories, houses of entertainment, printing offices, &c. are in proportion to the population. A steam boat plies regularly to Pittsburgh, when the river will admit, distant about 60 miles.

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Since the introduction of steam boats upon the western waters, not only have they made "the wilderness to blossom as the rose," but villages and towns have sprung up, in many instances and places, where there previously existed only hamlets, rocks, or ravines. A verification of this assertion may be seen in more places than one on the Ohio, to say nothing of its tributaries, or those of the Mississippi.

Of the appearance of the towns and villages on the Ohio, between Pittsburgh and Wheeling, I am ignorant; as the closing of the navigation prevented my enjoying what I know would have been a gratification, had I visited Wellsburg, Steubenville, Wellsville, Beaver, &c. Those below Wheeling bear on their front every feature of *thrift*.

To carry into effect my plan, however, of imparting just such a species of information as a stranger may be desirous of possessing, and which will soon be summed up, for the benefit of those who may travel westwardly, if they think proper to avail themselves of it, I will commence with the upper towns and villages on the Ohio, and proceed downward, stating such general facts, relative to their local positions and advantages, as I may have acquired, either from observation or information, from respectable residents of the places, as well as to note such other points, places or circumstances, deemed equally interesting, that are not to be met with in any work that I have seen:

From Pittsburgh to Middletown, in Allegheny county, (Pa.) is 11 miles.

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From Pittsburgh to Middletown is	*Miles* 11
To Economy, Butler co. 7; to Beaver,* do. 10; George Town, 14,	31——42
To Wellsville, Columbiana co. (O.) 7; Steubenville, Jefferson co. 20,	27——69
To Wellsburg,† 7; Warren, (O.) 6; Wheeling,‡ (Virg.) 10,	23——92
To Elizabeth Town, Marshall co.	11—103

This interesting looking village of brick buildings, is at the mouth of *Grave* creek; so called from the circumstance of its containing, a short distance from its mouth, a number of mounds, (frequently mentioned before,) from which were taken, at an early period, human skeletons. On the confines of the village, in the rear of its centre, is a mound upwards of 60 feet high, and over 50 feet diameter at the top, the apex having the appearance as if dinted, as are sometimes the elongated crowns of hats.

To Sistersville, in Tyler co.	34—137

This is another very thriving village, located on bottom land, with many new (and in progress) brick buildings, consisting of warehouses, stores, mills, dwellings, &c. Here is a boat yard, and the hulls of two or three vessels are on the stocks—and every feature indicates a place of business and thrift.

To Newport, Washington co. (O.)	27—164

*Letter V. †Letter VIII. ‡Ibid.

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From Pittsburgh to Newport is *Miles* 164

This village is in a flourishing township of the same name; the farms very fertile, well adapted for grazing, and very productive.—Wool and rich cheese are among the staples.

To Marietta, 14—178

This town is the seat of justice of the above county, and situated at, and on both sides of, the mouth of Muskingum river It is in lat. 39° 28′ N. and lon. 81° 15′ W. Its contour resembles much the primitive towns of New England, indeed it was originally peopled by emigrants from that section of the country, and is the oldest settlement in Ohio. The name was given it in honor of Marie Antoinette, the beautiful, but unfortunate queen of France.—The streets are delightfully shaded with umbrageous trees, in their season; and the tasty dwellings and stores, in connexion with the public buildings and handsome lawns and gardens, are wonderful attractions to a person desirous of spending his remaining days, in the enjoyment of health and in good and well educated society. Here are 6 churches; a courthouse; jail; a collegiate institution upon the manual labor principle; female academy; library house; market house, &c. besides steam mills, foundries, engine shops, boat yards, smitheries, warehouses, stores, various manufacturing shops, 2 newspaper printing offices, &c. The improvements now progressing in the navigation of the Muskingum, will tend greatly

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From Pittsburgh to Marietta, *Miles 178*

to enhance the value of property, both real and mixed. The population is believed to be between 2 and 3000.

To Vienna, Wood co. (Virg.) . . 6—184
To Parkersburg, mouth of Little Kenhawa, 5—189
To Belpre, (O.) and Blannerhasset's island, 4—193
To mouth of Great Hockhocking river, (O.) 11—204
To Belleville, (Virg.) 6 ; Le Tart's rapids 37 ; 43—247

The village of Nyesville, in Meigs county, which stretches along the river, on the Ohio side, a few miles from the Rapids, deserves a passing notice. It is probably two miles in length, including the establishment of Mr. Pomroy, who contributes largely towards supplying Cincinnati with coal ; but the line of buildings is so closely pressed, by reason of the near approach of the high and romantic coal hills or ridge, that scarcely more than 10 or 20 rods in width are found at their base, for the erection of numerous beautiful one and two story white painted dwellings, steam mills, stores and shops; to say nothing about a lot for a garden and scarcely for a road. Several keel and flat boats are on the stocks, and one or two new ones alongside the river's bank.

To Point Pleasant, the seat of justice of Mason co. (Virg.) . . . 27—274

This place was the scene of a bloody battle, fought 10th October, 1774, between the Virginia and Pennsylvania militia, under General Lewis, and the Indians, in which the latter,

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though powerful in numbers, were defeated. Scarcely a family in the western part of Virginia escaped the loss of a relative in this memorable engagement. The village shews to advantage, with its white houses; and its situation, at the mouth of the Great Kenawha, is commanding; but it has not increased more than an hundred per cent. apparently, for the last thirty years. The Kenawha is navigable for steamboats to the Salt works, from 65 to 75 miles above, from thence is a good stage road direct to the White Sulphur, and other Springs, in Virginia.

To Gallipolis, seat of justice of Gallia co. (O.) 4—278

This village, contains about an hundred dwelling houses, besides the public buildings of brick, an academy, and 2 churches; has about 15 or 20 stores, and a newspaper printing office; and is situated on an elevated bank of the river. The first settlers were from France, in 1790, having been entrapped, probably, as they purchased lands before their embarkation; to the deeds of which, or some of them, was the name of "Joel Barlow, Agent for the Scioto Company." The company either failed, or the whole was a humbug, for when the Frenchmen arrived, there was no land for them, and they had no money. Congress, however, in 1795, granted the *survivors*, on their petitioning, 24,000 acres of land, and named the coun-

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From Pittsburgh to Gallipolis, *Miles 278*

ty, in which it was located, Gallia; and their town was called as per caption.

To Guyandott Town, mouth of a river of same name, in Cabell co. (Virg.) . . 37—315

From this point it is 8 miles to Barboursville, the seat of justice of the county; thence 41 miles to the mouth of Elk river and the Kenawha, and 6 miles to the Salt works, adverted to at Point Pleasant.

To Burlington, Lawrence co. (O.) 4, and Catlettsburg, Greenup co. (Ken.) 6, . 10—325

To Greenupsburg, seat of justice same county (Haverhill opposite) . . . . . 19—344

To Wheelersburg, (laid down on the maps *Concord,)* Scioto co. (O.) . . 10—354

To Portsmouth,* 10; Alexandria, 2; . 12—366

Vanceburg, Lewis county, (Ken.) . 18—384

To Manchester, Adams county, (O.) . 16—400

To Maysville, Mason county, (Ken.,) Aberdeen opposite,) . . . 11—411

This place is as well known by the name of Limestone, to many old inhabitants of the U. States, as Maysville. It is one of the oldest and best landing places on the Ohio river; has kept on the even tenor of its way, been distanced by some in improvements and manufactures, while others again have been distanced in their turn. It is a town of much business; great quantities of merchandize are

*See Letter X.

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From Pittsburgh to Maysville, *Miles* 411

annually sold here, and manufactures in cotton bagging, bale rope and cordage are extensively prosecuted.

To Ripley, Brown county, (O.) 10—421

To Augusta, Bracken county, (Ken.) . 8—429

The villages of Neville, 7; Moscow 7; Point Pleasant, 4; New Richmond, 7; Palestine, 6; and Columbia, 7; all in Clermont county, (O.) are small villages, . . . 38—467

To Cincinnati,* . . . . . 8—475

To North Bend, Hamilton county, (O.) . 16—491

To mouth of Great Miami, (dividing line between Ohio and Indiana,) . . 6—497

To Lawrenceburg, seat of justice of Dearborn county, (Ind.) . . . 3—500

To Aurora, 4; Petersburg, (Ken.) 2; Rising Sun, (Ind.) 7; Bellevue, (Ken.) 2, . 15—515

To Fredericksburg, 18; Vevay, seat of justice of Switzerland co. (Ind.) 11, . 29—544

To Port William, mouth of Kentucky river, seat of justice of Gallatin co. . . 8—552

To Madison,† . . . . . 15—567

To New London, 12; Bethlehem, Clark co. 8, 20—587

To Westport, seat of justice of Oldham co. (K.) 7—594

To Transylvania, Jefferson co. (Ken.) 15; Louisville,‡ 12; (Jeffersonville opposite,) 27—621

Jeffersonville is in Clark county, in Indiana, immediately on a high bank of the Ohio river, opposite to Louisville. It is laid out on a large

*See Letter XIV. †Letter XVIII. ‡Letter XIX.

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scale, designed, in time, to become a town of eminence, as probably it may, as it has many local advantages. Some very handsome steamboats have been built here, and here are stores, steam mills, iron foundries, &c. and *industrious inhabitants.* The state prison is located at this place.

To New Albany, the seat of justice of Floyd co. (Ind.) . . . . 3—624

This town is on high ground, contains about 4000 inhabitants, and is a flourishing business place. A number of new brick warehouses, stores, say 40, grace the streets, besides the public buildings, consisting of a courthouse, jail, 5 churches, a bank, iron foundry, steam flouring and saw mill, boat yards, &c. and 2 newspaper printing offices. Some first rate steam boats have been built here.

To Bardstown, Harrison co. 12; West Point, (Salt river, Ken.) 10, . . . 22—646

To Brandenburg, 16; Indian creek, (Ind.) 21; Big Blue river, 9, ... 46—692

To Leavenworth, Crawford co. (Ind.) 3; Fredonia, seat of justice, 3, . . 6—698

To Little Blue river, 4; Oil creek, 8; Poison creek, 8, ... 20—718

To Stephensport, mouth of Harding's creek, (K) 6—724

To Rome, seat of justice of Perry co. (Ind.) opposite Clover creek, . . 6—730

To Deer creek, (Ind.) 6; Troy, mouth of Anderson's river, 15, . . . 21—751

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From Pittsburgh to Hawesville is *Miles* 766

To Rockport, seat of justice of Spencer co. (Ind.) . . . . 2—768

Here are precipitous rocks, rising nearly 100 feet in altitude, on the summits of which vegetation luxuriates in its season. The town is seated on the elevation, but no higher than the ordinary face of the country in its rear. Here terminates the continuous line of *bluffs*, and here commences a new geological formation—the country gradually settling down and becoming more flat and level as it approaches the mouth of the Ohio, except in a few extraordinary instances low down in Kentucky, and in Illinois.

To Owensborough, (formerly Yellow Banks,) seat of justice of Daviess co. (Ken.) 12—780

To the mouth of Green river, (and *green* it is,) 28—808

To Evansville, seat of justice of Vanderburgh co. (Ind.) . . . . 8—816

This village occupies an elevated position just above the mouth of Great Pigeon creek.—It is in lat. 37° 54′ N. lon. 87° 12′ W. and is on a direct line 150 miles S. W. from Indiannapolis, and 60 S. of Vincennes. Its population is 800 inhabitants. Besides the public buildings, here is a banking house, (a branch of the state bank,) a church, 3 taverns, 20 stores, a steam mill and distillery, 2 newspaper printing offiecs—and *no* bookstore. The place is healthy; and as a portion of the state's canals and rail roads are to diverge from this

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From Pittsburgh to Evansville is *Miles* 816

point, mechanics are "taking time by the forelock" and possessing themselves of *terra firma* before too many competitors oppose them. An unimproved lot, 74 feet by 147, sold last fall for $5,000; and shortly afterwards two-thirds of it was sold for $6,000.

To Hendersonville, seat of justice of Henderson co. (Ken.) . . . 12—828

This village is situated on a high bank, a fertile country in its rear, and it is thought the internal improvements will *improve* it.

To Mount Vernon, seat of justice of Posey co. (Ind.) . . . . 13—841

Mount Vernon contains about 700 persons. Majority of the houses are frame, but many are of brick; among the latter is the courthouse, though much defaced. Here are from 15 to 20 stores, a steam flouring and saw mill, to which is attached a large distillery. A large number of hogs were slaughtered, and others brought from the interior, for export, from this place, last season. The land is of a blackish cast, very rich, and well adapted to the culture of grain. Corn sells at this time at 38 cents per bushel. New Harmony, formerly more celebrated in the eastern states than at present, is N. 20 miles; from thence to Princeton, in Gibson co. 26; and from thence, crossing Patoka and White rivers, to Vincennes, on the Wabash, where the river is 230 yards wide, 26 miles: the Wabash is not of sufficient depth

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From Pittsburgh to Mount Vernon is *Miles* 841

for the approach of steam boats, unless during a swell, as the rapids near the mouth of White river, 20 miles below, interpose too great an obstruction. Their arrivals, however, are sufficiently frequent for ordinary purposes.

To Carthage, in Union co. (Ken.) 12, and mouth of the Wabash river 7, . 19—860

The mouth of the Wabash does not vary much from 150 yards in width. The junction of the two rivers has a handsome appearance. The point forms an angle of about 45 degrees. Its lat. is 37° 56′ N. The trees on the Illinois side are much larger and more lofty, although of the same species, than those on the opposite shore, which can be accounted for, probably, in no other way, than that the land on the Illinois bank is higher than that of Indiana, notwithstanding both are alluvial. The Wabash is navigable for steam boats to White river, and up the west fork of that river to Eel, above Bloomfield, in Greene co. Indiana.—Funds have been provided by Illinois and Indiana, for improving this navigation, and in time will probably be applied.

To Raleigh, 5 ; and Shawneetown, Gallatin co. [Ill.] 6, ... 11—871

Raleigh, besides its river location, is on the stage road, which passes from the north and north western parts of the states of Illinois and Missouri, through to Russellville and other parts of Kentucky, and eastwardly.

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From Pittsburgh to Shawneetown is *Miles* 871

Shawneetown is stretched along the river in as elevated a position as it can command, and contains about 100 houses: the most prominent of which, is a brick two story, near the western extremity, with the word BANK, showing very conspicuously; but its *notes*, abroad, with the generality of other western notes, are proportionably less in character or value, as the laboratory from whence they were issued presented a more imposing appearance than the humble tenements which surrounded it.—To Equality, north west, is 10 miles—and in same direction it is about 150 miles to St. Louis: to Kaskaskia, 120. A number of other roads concentrate at Shawneetown.

To the Battery Rock, [Ill.] about 2 miles below Saline river, . . . 10—881

Here commences a rocky shore; Nature having tried her hand in displaying her works as much by the rule of opposites as possible.—The Battery rock presents a perpendicular front of upwards of 80 feet in height, the line bounding the river for half a mile—and on the river above and below, are cultivated farms. This bluff appears to have upreared itself from its family below, for none of its kindred are any where visible for miles above. The formation is of lime stone.

To the Cave-in-Rock, . . . 10—891

This is another similar formation to the foregoing. It is of about the same height, and pre-

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From Pittsburgh to Cave-in-Rock is *Miles* 891

senting much such a front, except towards its base, where there is an entrance, said to extend back from the river to the depth of upwards of 100 feet. In former times it was used by emigrants, families sometimes camping for weeks at a time, when their travelling had become impeded. The summit of the rock is clothed with various bushes.

To Kirksville, Livingston co. (Ken.) mouth of Hurricane creek, 5—896

It was in this vicinity where many robberies and murders were wont to be committed, some 25 or 20 years ago, on innocent and unsuspecting strangers, whose business led them through the country, by a lawless and reckless portion of the *human family*, who were located here for the purpose. On the summit of the bluff, as Battery rock is approached from above, stands the house of the Sturdevants, with a chimney in the middle, the only building of the kind, where those celebrated counterfeiters carried on their extensive operations, for years before they were even suspected, and where they paid the forfeit with their lives, in 1821. Near here, also, (about two miles below Hurricane island,) is Ford's ferry, where counterfeiting, murders and robberies were committed for years—the owner of the ferry not only escaping suspicion, but esteemed an excellent and exemplary man, until a disagreement *in opinion* took place in his family. The male mem-

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From Pittsburgh to Kirksville is *Miles 896*

bers of the family are now extinct. The old man, his son, a Simpson, and a Shouse, were the parties. The old man was shot, by some person unknown, while sitting in his house, supposed by Simpson, and the latter came to his death in the same way. The son and Shouse were afterwards hung, in 1833.

To Golconda, seat of justice of Pope co. (Ill.) 15—911

This is a beautiful, compact little village, its court house sets it off to excellent advantage.

To Smithland,(K.) mouth of Cumberland river, 10—921

This place contains about 1,000 inhabitants; a dozen dry goods stores, and 5 of drugs and groceries—2 or 3 taverns, but no church.

To Paducah, McCracken co. (Ken.) mouth of Tennessee river, 13—934

This village contains from 1,000 to 1,200 inhabitants, has 15 or 20 stores, 3 taverns, and no place of worship. It is not esteemed healthy; and there are some difficulties in the way of its improving, from the variety of claimants, and the difficulty of getting a good title to lots. It derives its name from an Indian woman, who had been taken captive by the Pawnees, and sacrificed, after having had her life promised her.

To Belgrade, (Ill.) 6; Fort Massac 2, 8—942

Massac is contracted from the word *Massacre*, which was the name given to the post, after a bloody massacre committed by the Indians on the French, in their early possession of the

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From Pittsburgh to Fort Massac, • *Miles* 942

country. Two or three Indians, as a decoy, had provided and wrapped themselves in *bear-skins*, and gambolled in front of, and a short distance from, the fort. The garrison, not suspecting, a few sallied out to attack *bruin*, while a large body of Indians, in ambush, took advantage of the opening of the fort and the unguarded condition in which they expected to find the remainder of the garrison, and put the whole to death.

To America, 25; Trinity, 5; mouth of Ohio, 4, 34—976

The forest wood, which skirts the banks of the Ohio, is generally ash, beech, oak of different kinds, but not in abundance, sycamore, walnut, elm, gum, maple, buck-eye, some hickory, dogwood, willow, &c.—these are found on the upper Ohio, above Louisville; and below it, especially as the land becomes more level, some of the softer woods are to be met with, the harder qualities rather giving place to them. The willow, linden, hack-berry and cotton wood, the latter of rapid growth, are to be found in every direction near the Mississippi. Not a *tree*, however, but of deciduous foliage, is to be seen on the banks of this river, nor is there one to be found within its vicinity, unless an exotic.

At the junction of the Ohio with the Mississippi, the land is quite low, and cannot be inhabited or cultivated. Willow-point appears like an island; and is often, with the other low lands, entirely inundated.

On ascending the Mississippi, a stranger cannot refrain from a peculiar kind of feeling, especially if he h ever heard and thought much about this noble river; t to be upon it, borne over its turbid waters, opposing

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three or four, and perhaps a five-knot current, making five miles head-way each hour—having an elevated position, with a clear sky, and nothing to break the river but lands of alluvial formations, heavily wooded, with now and then a cabin-dwelling, which would be considered an indifferent shed for cattle in improved sections of the country—cornstalks remaining among the trees—piles of wood upon the banks, corded up for steam boats' use—old drift wood on an opposite shore, and a sawyer hanging on the edge of the channel, against which is lodged a quantity of drift wood, pressing it down, and giving it a firmer holding-ground, until a foundation is laid for a new island, which becomes in time, by continual accumulation, attached to the main land, and thus forming a *jettee*, as it were, setting the channel in another direction, or leaving the island to itself, as is the case with Elk island, 7, and Dog Tooth island, 15 miles up the Mississippi river.

Nearly opposite the latter island is the little village of Commerce, the first above the Ohio, and is in Scott co., Missouri. It has a population of about 150 inhabitants, and contains 4 stores.

Farther up, 14 miles, is Power's, sometimes called English, island, in the same county, containing about 8,000 acres. The land is heavily wooded, and large grape vines, 5 to 8 inches in diameter, three or four feet from the ground, appear to be entwining every tree to the very tops. The wild pea grows here in abundance, and affords a more nutricious food for hogs than the mast in the eastern sections of the country. Vegetation is now (early in March) presenting itself, and the inhabitants say there have been only two snows, and those light, du-

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ring the winter. This island has a tolerably dense population, a family within two or three miles of each other, along the bank, most of whom are from Tennessee or North Carolina.

Cape Girardeau is 16 miles farther up, in a county of the same name, and contains about 500 inhabitants, 10 or 12 stores, 2 taverns, a pottery for a peculiar kind of ware, a newspaper office, and 2 mills, each of which is put in motion by a spiral or screw kind of shaft, resembling somewhat an Archimides pump, when divested of its external casing. These screws lie on the surface of the water, alongside the river's bank; one end of either is connected to the gearing by an iron spindle, which descends from the mill house, a part of which projects over the river; and the other end, in which is fixed a pivot, with a line extending from, and made fast to, some object on shore, by which means the rise and fall of the river does not affect the position of the shaft, but keeps it, by the action of the current upon its screw-formed threads, (about 6 or 8 inches deep,) constantly turning, thereby extending its powers to the machinery of the mills, which it puts in operation. I think, however, it is a failure. Cape Girardeau is built on the side of a gently sloping hill over a substratum of rocks. It was much agitated by the great earthquakes in 1811 and '12; some of the chimneys were thrown down, and others injured—traces of the repairs in the latter instances are yet perceptible. Iron ore and other minerals are found in the county; and this place, which has been subject to some vicissitudes, is again assuming a commercial character, and considerable business is doing with the back country. It has a steam mill, for sawing, in operation.

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To Bainbridge, in Union co. (Ill.) is 10 miles, and the mouth of Muddy river 15. From thence it is about 5 miles to the *Grand Tower*, which is estimated at 75 miles from the mouth of the Ohio.

Here are materials, within the space of ten to fifteen miles, sufficient to form a large volume, if fully and scientifically managed. These rocks and low lands, and channels with, and channels without water, are not as they originally came from the hand of the Supreme Architect; but they are evidences that a large body of water once overflowed this section of country, in ages long gone by, probably during the diluvian era, and that it found an outlet, into the Gulf of Mexico, at this pass. These rocks, or bluffs, as they now present themselves, were then the tops of islands, peering above the surface of the lake, in the manner of the reefs along the coast of Florida; but the great accumulation of water drained from every pore of the earth, as far as the height of land which extends along the vicinity of the lakes, N. and N. E., to its junction with the Allegheny mountains in New York, and the water, insinuating itself through a silicious mould and the fissures of subterranean rocks, until it came in contact with certain mineral substances, embowelled far below, it produced *a chemical effect*, as is often the case even now in this mineral region, and the shock was so great as to burst asunder the barriers, and thereby enabled the waters to pass off to seek their level, as other waters do, when they have the power and inclination. In process of time, *matter* assumed a kind of settled form; but it is yet subject to changes, and must continue so as long as water flows. The great earthquakes of 1811 and '12 shook this whole western region;

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some of the finest lands in Missouri were in New Madrid county, which is not exceeding 30 miles in distance from Cape Girardeau county; and "so great were its ravages, (says a writer,) that at least one-half of the present county has been sunk from one to four feet, leaving that portion (a large portion of which was, previous to 1811, the most fertile land in the west,) now covered with water."

The Hon. Lewis F. Linn, of the U. S. Senate, from this state, says, "this memorable earthquake, after shaking the valley of the Mississippi to its centre, vibrated along the courses of the rivers and valleys, and, passing the primitive mountain barriers, died away along the shores of the Atlantic ocean. In the region now under consideration, during the continuance of so appalling a phenomenon, which commenced by distant rumbling sounds, succeeded by discharges, as if a thousand pieces of artillery were suddenly exploded, the earth rocked "*to* and *fro*;" vast chasms opened, from whence issued columns of water, sand and coal, accompanied by hissing sounds, caused, perhaps, by the escape of pent-up steam, while ever and anon flashes of electricity gleamed through the troubled clouds of night, rendering the darkness doubly horrible. The current of the Mississippi, pending this elemental strife, was driven back upon its source with the greatest velocity for several hours, in consequence of an elevation of its bed. But this noble river was not to be stayed in its course. Its accumulated waters came booming on, and, o'er-topping the barriers thus suddenly raised, carried every thing before them with resistless power. A few days' action of its powerful current sufficed to wear

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away every vestige of the barrier thus strangely interposed, and its waters moved on in their usual channel to the ocean. The appearances that presented themselves after the subsidence of the principal commotion, were such as strongly to support an opinion heretofore advanced. Hills had disappeared, and lakes were found in their stead; and numerous lakes became elevated ground, over the surface of which vast heaps of sand were scattered in every direction, while in many places the earth for miles was sunk below the general level of the surrounding country, without being covered with water, leaving an *impression in miniature of a catastrophe much more important in its effects, which had, perhaps, preceded it in ages before.* One of the lakes formed on this occasion is sixty or seventy miles in length, and from three to twenty in breadth. It is in some places very shallow; in others from fifty to an hundred feet deep, which is much more than the depth of the Mississippi river in that quarter."

A section of country extends along the western side of the river, commencing at what is called Tywapety bottom, in the vicinity of Cape Girardeau, and terminates 5 or 6 miles above the Grand Tower, which abounds with potters' clay of snow white, and unctuous; and becomes plastic on mixing with water. The stratum varies in thickness from one to ten feet, and rests on sandstone, covered by shell lime-stone, and contains veins of flint. Tywapety bottom and creek are celebrated points in the topography of Missouri.

The Grand Tower juts out from the western shore in an isolated column of lime-stone, about 50 or 60 feet high, and of like diameter at the base. Its sides are

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perpendicular, and by attrition, probably, as a strong current sets constantly against it, have become as smooth as if they had been operated on by the hand of man.—Its top is apparently flat, but is coated with soil which sends forth some small shrubbery.

About 3 or 4 miles higher up, a point projects from the eastern, or Illinois shore, shewing a front of rock of 50 or 60 feet in height, and at the distance of as many yards in front of it, is a fragment of the same rock, weighing probably 50 or 60,000 tons, the interstice containing a dwelling house and garden spot. Owing to some peculiar formation about this rock, it is called the Devil's Bake oven.

To Chester, mouth of Kaskaskia river, in Randolph co. [Ill.] is 18 miles, a small village, situated on the declivity of a ridge, from which to the ancient town of Kaskaskia, on the river, is 6 miles. The two rivers approach each other at this latter point to within about two miles. At the mouth of Kaskaskia commences the *American Bottom*, a body of alluvial land, which extends, varying in width from five to eleven miles, as the rocky bluffs are separated which bounds it, a distance of ninety miles northwardly, until intercepted by another similar barrier, at Alton.

The alluvial formations along the Mississippi, bear evidence of something like periodical overflowings, but what length of time intervened between the periods, we have no data. I observed in several instances, where we had occasion to stop, the different deposits, divided by a horizontal strata of decomposed vegetable matter, extending downwards from the edge of the bank of the river, where it had recently fell in, nearly to the surface

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of the water ; the upper strata were more strongly marked, until at length after counting twelve to fifteen, the "lights and shades" became so interwoven, that it could not be any further ascertained where began one or ended the other. These deposits of mould were, in some places, of a dark brown, and in others of a kind of dun color, but both rich ; mixed sometimes with clay, but oftener with sand, and were in depth from eight to ten inches —the vegetable matter averaging probably an inch in thickness. The land was heavily timbered with cotton wood, ash and other trees of rapid growth, the bodies of the trees 20 inches through, and others which had fallen, apparently as large as any standing, so far decomposed as just to have sufficient tenacity to keep the particles together.

To Pratte's landing in Perry county, [Mo.] is 8 miles. Here resides one of the proprietors of the celebrated lead mine *la Motte*, situated in Madison county, about 35 miles west : but to the mines in this county, the distance is only from 10 to 20 : to St. Mary's college, 12. Here is a store, and large quantities of pig lead are piled up along the landing, and much business is transacted, the county being populous, and contains a great number of saw, flouring and other mills. This is the nearest point on the river to the *Iron Mountain.*

To Ste. Genevieve, the capital of the county of the same name, is 11 miles. It has a handsome appearance, on approaching it from below, when seen from a distance, but its decayed walls and falling-in roofs soon dissipate every thing beautiful on a near approach. The populatoin is about 800 ; mostly French, some of whom are far advanced in years. Mons. Vallé and his son, who are

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other owners of mine la Motte, reside here, the senior approaching ninety, and yet mounts his horse without difficulty. The only public building in the place is a courthouse, and a Catholic church in progress. A building for a boarding school or seminary of some kind, was commenced some years ago and nearly finished, but in consequence of reports put into circulation unfavorable to it, or its location, (on an elevated hill) nothing farther has been done to it. The lead mines, which are situated from 30 to 40 miles W. and S. W. from this village are its chief support as a place of business. It contains 5 stores, one of which is at the mouth of the creek, on which the village, half a mile up, is located—and the quantity of lead brought in last year, from the different mines, was something like 1,500,000 pounds. It commands here $5\frac{3}{4}$ cts. per lb.; is brought from the mines in small carts constructed for the purpose, about 1500 to 2000 lbs. constitutes a load, and piled up along the bank of the river "for sale or freight." Mine la Motte contains 28,000 arpens, (about 24,000 acres of land,) which, for the purpose of making a division among the heirs, Messrs. Valle's, Pratte, and Beauvis, is to be sold at public auction, in April, 1838.

The mineral counties of this part of Missouri, lying on, or not remote from, the Mississippi, are seven, viz. Cape Girardeau, Perry, Madison, Washington, St. Francis, Ste. Genevieve, and Jefferson. Their productions are, lead, iron, copper, zinc, potters' clay, fullers' earth, coal, red and white chalk, cobalt, manganese, nickel, bismuth, chaledony, cornelion, common salt, porphyry, nitre, jasper, antimony, various kinds of flints, buhrstones, marble, free stone, &c. The *Iron Mountain*

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(owned by a company,) is in Washington county, 40 miles S. W. from Ste. Genevieve, and covers an area of about 450 acres—in height probably 400 feet. The ore is very productive, yielding something like 80 per cent. and of so malleable a texture, that a knife, made from it last fall, ornamented with a metal approaching silver in appearance, found in the neighborhood, and sustaining a bright polish, was sent to the then president elect of the United States. This information was communicated to me by the principal owner of the mountain. The same company own the *Pilot Knob*, another mountain of the like mineral properties, covering the like space, but somewhat higher in altitude, situated in Madison county. This mountain is about 6 miles S. of the other.

To the S. of Ste. Genevieve, and bordering on the bank of the river, is the "*common field*" originally of 7000 arpens belonging to the inhabitants of the village, who were bound to keep a fence *around* it. Its proceeds were divided in proportion to the property held by them in the village. The land was all alluvial, very fertile, and producing corn most luxuriantly. But the *agent* which *deposited*, is *removing* it again—every month or two a slip disappears—and it will not be many years, probably, before the good people of Ste. Genevieve, so far from having *stock in the* "*common field*," will find themselves, in that respect, *bankrupt*.

The computed distance from the mouth of the Ohio to Ste. Genevieve, is 116 miles; and thence to St. Louis, 60—total, 176.

To Fort Chartres, in Illinois, is 11 miles.

There are several islands above Ste. Genevieve, formed, and in progress of formation, from the peering of

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some just above the water, to those more firmly established with the cotton-wood *suckers*, about the size of bulrushes, upon them; and so on to others, more elevated, having *saplings*—to the last, with *trees!* This is a singular feature, in these island formations, but will be found true,—that in proportion to the alluvial formations above the ordinary level of the water, so in proportion will be the size of the maiden growth. The margin of the river is skirted frequently below with *cane*, but that growth is not to be found, I understand, as high up as this.

A few miles above Ste. Genevieve the high limestone *bluffs* commence; in some places they are 100 to 200 feet high. I strolled to the top of one, and with a good spy-glass, surveyed the country around. The most singular object that presented itself, was a line of *bluffs*, corresponding in every respect with the one which I occupied, over the tops of the forest of trees that clothed the American Bottom, about 10 miles distant. Their summits were as barren as those about me, for here were only a few schrubby oaks of the black-jack species, and persimmon bushes.

To Selma, in Jefferson county, (Mo.) is 14 miles.—Here are several handsome stone buildings, among them a large store. It is a great deposit of lead, brought about 30 miles from some of the mines. The appearance of the place is much in its favor. Along the river, both above and below Selma, for a number of miles, are several *shot towers*, or factories, erected for the manufacture of shot. Small frame houses are put up and secured on the summits of those bluffs, whose fronts, next the river, are perpendicular or overhanging; furnaces are construct-

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ed within them, and the molten lead is dropt, from a height of 200 feet or upwards, into a cistern below, where the same process is afterwards used to prepare the shot for market, as is in factories in other places.

To Herculaneum is 5 miles. This village contains about 150 inhabitants. The mouth of Merrimack river is 12 miles farther. This navigable stream extends by a devious course, some distance into the interior of the state, some of its branches heading among the waters of the Gasconade. Ancient works of various kinds, mounds, pottery, arrow heads, &c. are found on it. Massie's *iron works*, celebrated for the superior quality of its iron, are on a branch of this river, in Crawford county.

To Fort Jefferson, located on a gently sloping declivity, in St. Louis county, is 7 miles: to Carondelet, *(nom de nique, Vide Poche,)* small village, is 6; back of which, on high commanding ground, about 3 miles from St. Louis, is the United States Arsenal: to St. Louis is 5 miles—total, 176.

While here, permit me to correct an error in the *financial statistics* of St. Louis: it is the item of $650,000, the amount of sales of *real estate*, made by Messrs. Savage & Austin, which I think cannot be introduced as properly partaking of a *statistical* character. It is not *locomotive*, and whether it belougs to A or B, the city is indifferent. It escaped my notice until after the impression was printed. [See page 404.]

There are five roads, including those not finished, which diverge from St. Louis, but in general, at this season of the year especially, are in wretched condition for travel: One leads south, parallel with the river; another southwest to the mineral region; a third to Jefferson

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city, on the bank of the Missouri, 9 miles above the mouth of the Osage, in Cole county, the capital of the state—containing a state house, penitentiary, governor's house, and hotel—138 miles from St. Louis; a fourth to St. Charles—and a fifth across the river to Illinois-town, thence to Cahoika, &c. The bluffs, on the farther side of the American Bottom, opposite this city, abound with inexhaustible bituminous coal. The following places, are distant from St. Louis,

Up the Mississippi, to Alton, is 18 miles; mouth of Missouri river, 20; mouth of Illinois,* 38; to Quincy, 140; Fort Armstrong, on Rock Island, 290; Galena, on Fever river, 405; Dubuques, 419.

Up the Illinois, to Macoupin creek, 55; to Naples, 103; to Beardstown, 127; to Pekin, 192; to Peoria, 200; to Chicago, 310. To Santa Fé, via Independence, 1193 miles.

Several Rail Roads are in contemplation, also, from St. Louis, charters for some of which having been granted at the last session of the legislature of the state: one to Marion city, via the Missouri river in Howard county—this road has already been commenced at Marion, and the intention is to extend it to Fayette county, with the view of ultimatety continuing it in that direction as far as the exigences of trade may require: another to the Merrimac iron-works, in Crawford county—and another to the valley of Bellevue, for the purpose of reaching the Iron Mountain, in St. Francis or Washington county.—The condition of the charter of this last road is, that "the

*This word, originally *illini*, according to Indian etymology, signified a *full grown man*.

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company, denominated the "Missouri Iron Company," in consequence of the privilege granted, authorising them to employ a capital of $5,000,000 in the manufacture of iron and steel, in Washington county, the said company undertake to endow a college, and appropriate to its use, from 50 to 75,000 dollars annually, for fifty years, and a large tract of land. The institution of learning to be located at the foot of the Iron Mountain, in the new city of Missouri, in Washington county."—One word about this "new city of Missouri." Some of the lots were offered at public sale, on the 23d Feb. and bid in at $38 each, or no bid was had—and the opinions of individuals varied with reference to the success of the enterprise.—This "iron mountain" is not a *new* geological feature—it is not like "Jonah's gourd"—and a college at its base will not flourish any the better, than if located on the skirts of a sylvan retreat. From whence is to be derived the 5,000,000? *The* company, (which is little more than an individual,) will find the task arduous, however well calculated for it the agent may be who travels to sell the stock. Stock in an iron mountain, in the interior, without facilities for smelting! In a conversation with the gentleman, he observed, that they "had not yet found any coal, *but there were strong indications*"—and this iron ore is in a county, where the article is so plenty, that Mr. John S. Brickey, an intelligent gentleman, of the same county, in responding to questions put to him, says "iron ore, any where in this country, is of no more value than water on the banks of the Mississippi."—[See *Missouri Gazetteer.*]

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LETTER XXIII.

Ohio river continued—Western Steam Boat Statistics, &c.—Expense of travelling—Alphabetical list of Steam Boats on the western waters.

OHIO RIVER, March, 1837.

I have taken very particular pains to procure the names of steam boats, at present in operation on the western waters, and such other statistical facts with reference to them, as may appear likely to afford interest. Capt. R. De Hart, port warden of Louisville, and agent for the Insurance offices, generally, in the western ports, has contributed mainly to effect this object—I feel sensibly the obligation I owe him: to John Clark, Esq. Surveyor of the port of Pittsburgh, I am also under obligations, for his politeness, in similarly promoting my views.

The steam boats on the western waters are all what is termed "high pressure," and are constructed very different from those on the Atlantic waters. The cylinders are generally in a horizontal position. The lower deck, on which is the engine and machinery, all open, is appropriated for some freight, fuel, and deck passengers—but the bulk of the freight is carried in the hold. On the upper deck, extending nearly the whole length of the boat, except a small portion forward, is the upper or dining cabin, and berths; a transverse passage dividing them from what is termed the hall, the latter corresponding in character with a forward cabin.

The *life* of a steam boat is not of long duration; in three or four years they are generally "used up." But they are industrious while afloat, running on an average about 180 days in a year. Their consumption of fuel

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varies somewhat in proportion to their tonnage, because some boats of the same number of tons consume more than others; for this reason, they have more boilers. I am informed, however, that, averaging the number of boilers, a data may be assumed that will be found tolerably correct, viz: a boat of 100 tons will consume about 18 cords of wood in 24 hours—and that 7 bushels of coal are equal to a cord of wood. The price of wood on the Ohio is $2.50 a cord; there is very little difficulty in meeting with it—on the Mississippi, $3—these are the minimum prices, and they have a tendency to advance. The number of steamboats, as the following list shows, is 358—their total amount of tonnage by custom-house measurement, can be estimated—(many persons, who have never taken the troùble to inform themselves, are of the opinion, that as many tons of merchandize as a boat can carry, *that* number constitutes her burthen! Hence we sometimes see "800 tons"—"upwards of a thousand tons burthen," &c. in the papers—here they mistake)—with this data can be ascertained the number of cords used in 24 hours—and that sum again multiplied by 180, the *running* days in a year, the result is the quantity of wood annually consumed: again; extend this, by the multiplicator 2.75, the average price of a cord of wood on the Ohio and Mississippi, and the expence of wood consumed annually is presented.

The monthly wages which a captain of a steam boat on the Ohio and upper Mississippi, generally receives, is $150; the pilot, 140; engineer, 125; clerk, 50; fireman, 25. The engineer employs an assistant if he thinks proper, probably one of the firemen, but out of his own funds. On the Ohio and lower Mississippi, the wages

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are considerably higher, and the pilots are paid $200 per month—frequently $8 per day.

Important and improved changes have taken place in the municipal government of steamboats, within the last year, by arrangement between owners and captains, the principal of which is, that *gambling is strictly prohibited.* A black-leg is in "hockly" who is found at "*pokey,*" or any other game, on board the boats, *these times:*—and it is immediately signified to him, by the captain or clerk, that he must debark at the first landing-place; otherwise, he is put ashore. In consequence of this penalty, which all officers of boats are bound to carry into effect, travellers glide over the water quietly, without risk from any quarter, and undisturbed at night, except when annoyed by some one fleeing from justice, or whose mind troubles him so seriously, at the recollection of some unpardonable deed, as to prevent him from sleeping, and *to kill time,* he talks, if he can meet with a person to converse with him, incessantly.

Since the building of the first steam boat on the western waters, there have probably a thousand succeeded it—many are worn out—many lost, and numbers are in southern waters, tributaries of the lower Mississippi, and of the gulph of Mexico. Many of those which remain are formed into lines of packets, and ply daily between certain cities, touching at intermediate places; a person, therefore, desirous of embarking, has rarely to wait a day, in steam boat season, without meeting with a boat, bound both up and down. The price of voyaging is higher by at least 25 per cent. than last year, in consequence, say the parties interested, of the advance of wages and the "*high price of provisions*"—and when their tables

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do not present as plentiful a supply and as great a variety, the same reason is assigned, "the high price of provisions will not permit it." The rates for a passage this year, are, from Pittsburgh to Beaver, 50 cts. This is an exception from the general rule, for with boats bound on *long passages*, no sum less than a dollar is received: between Pittsburgh and Steubenville, $2—or between the latter and Wheeling, $1—or the first and last, $3. From Pittsburgh to Cincinnati $14; to Louisville, 15; to St. Louis, 30. The price from Wheeling to either of those lower named cities, is $2 less than the above.—From Pittsburgh or Wheeling to New Orleans, $60; from Louisville to ditto $50. From St. Louis to Alton, $2, nearly 10 cents a mile; to Beardstown or Naples, 4; to Peoria, 8—Here is a great disparity in price for the like distance, when compared with that on the upper Ohio. The fact is, that the fare on the Ohio, for a distance over 50 miles, may be estimated at about 3 cents a mile; on the upper Mississippi, from 4 to 5. *Stage fare* is generally about 6 cents a mile. The speed of boats vary, of course; their average passage down the Ohio is probably 10 to 12 miles an hour—up, perhaps 6. Deck passengers find their own provisions, and assist in wooding; paying about a fourth of a cabin passage. A galley or large cooking stove, is provided on the lower deck for their comfort and use.

The following list comprises nearly *all* the boats on these waters. The exceptions are those which have gone south. The "Insurance value" is graduated by the cost of the engine of the vessel, but the present value of the boat can be approached sufficiently near, to come at the whole wealth of this species of property, by adding one-third to the insured amount.

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ALPHABETICAL LIST OF STEAMBOATS ON THE WESTERN WATERS.

Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Adriatic,	382	Cincinnati. (O.)	1835	$30,000
Algonquin,	221	Pittsburgh, (Pa.)	1835	20,000
Arabian,	100	ditto,	1834	8,000
Argo,	85	Jeffersonville, (Ind.)	1833	5,000
Adventure,	75	Pittsburgh,	1835	4,000
Alert,	103	ditto,	1835	7,500
Aid,	83	ditto,	1834	3,500
Alice Maria,	72	Cincinnati,	1835	6,000
Alpha,	51	Rising Sun, (Ind.)	1835	4,000
Augusta,	290	Cincinnati,	1835	22,000
Alton,	350	Pittsburgh,	1836	23,000
American,	118	Jeffersonville,	1835	8,000
Atalanta,	200	Cincinnati,	1836	17,000
Amity,	25	Brownsville, (Pa.)	1835	2,000
Alabamian,	175	Cincinnati,	1836	16,000
Ambassador,	440	ditto,	1836	40,000
A. M. Phillips,	207	Wheeling, (Va.)	1836	18,000
Asia,	261	Pittsburgh,	1836	16,000
Amite,	35	ditto,	1836	
Boonsville,	114	ditto,	1836	9,000
Ben Franklin,	130	Cincinnati,	1834	9,000
Baltic,	407	Pittsburgh,	1832	16,000
Black Hawk,	137	Cincinnati,	1832	6,000
Boons Lick,	295	Pittsburgh,	1833	12,000
Bonnets o' Blue,	177	Cumberland river,	1832	6,500
Bayou Sara,	275	Cincinnati,	1833	17,000
Bunker Hill,	331	New Albany, (Ind.)	1834	18,000
Ben Sherrod,	393	ditto,	1835	35,000
Ben. Franklin,*	194	Cincinnati,	1836	15,000
Bee,	105	Pittsburgh,	1836	6,500
Ben. I. Gilman,	85	Cincinnati,	1836	8,000
Baton Rouge,	260	New Albany,	1836	20,000
Brighton,	94	Pittsburgh,,	1836	9,000
Boguehoma,	105	ditto,	1836	8,000
Brian Boroihme,	187	Louisville, (Ken.)	1836	17,000
Bolivar,	77	Near Nashville, (Ten.)	1832	3,000
Baltimore,	112	Pittsburgh,	1836	
Boston,	148	Beaver, (Pa.)	1831	6,000
Big Black,	81	Pittsburgh,	1835	
Constitution,	262	Cincinnati,	1829	7,000
Caledonia,	122	Ripley, (O.)	1833	7,000
Clyde,	193	Cincinnati,	1836	16,000

*Mail boat, between Cincinnati and Louisville.

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Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Chief Justice Marshall,	196	Wheeling,	1832	$12,000
Commerce of Attakapas,	125	New Albany,	1836	10,000
Chattahooche,	99	Cincinnati,	1832	6,000
Caroline,	187	New Albany,	1832	8,000
Caspian,	200	Cincinnati,	1832	12,000
Cavalier,	110	Ripley,	1832	6,500
Casket,	98	ditto,	1836	8,000
Champion,	241	Brownsville,	1835	9,000
Citizen,	100	New Richmond, (O.)	1833	5,000
Chester,	214	Pittsburgh,	1132	8,000
Chickasaw,	149	Cincinnati,	1835	12,000
Chancellor,	423	Pittsburgh,	1832	25,000
Compromise,	132	Louisville,	1834	6,000
Ceres,	53	Brownsville,	1833	2,500
Claiborne,	327	Pittsburgh,	1833	20,000
Cuba,	82	Cincinnati,	1834	6,500
Cygnet,	66	ditto,	1834	3,500
Canton,	193		1836	8,000
Commerce,	170	Pittsburgh,	1834	9,000
Camanche,	170	ditto,	1834	9,000
Commerce,	165	Cincinnati,	1836	16,000
Coquette,	90		1835	7,000
Concord,	58		1835	3,000
Clinton,	102	Jeffersonville,	1135	12,000
Columbia,	160	Cincinnati,	1835	12,000
Columbian,	125	Pittsburgh,	1836	9,000
Cahawba,	120	Cincinnati,	1836	
Columbus,	134	ditto,	1836	17,000
Cumberland,	149	Wheeling,	1835	14,000
Comet,	128	Pittsburgh,	1835	10,000
Columbus,	340	Near Portsmouth,	1835	26,000
Crusader,	97	Gallipolis, (O)	1836	14,000
Condor,	114	Salisbury, (O.)	1836	10,000
Chamois,	125	Pittsburgh,	1836	12,000
Coreo,	70	New Albany,	1836	7,000
Charles L. Bass,	103	Pittsburgh,	1836	9,000
Contractor,	69	St. Louis, (Mo.)	1835	3,000
Camden,	104	Pittsburgh,	1836	9,000
Corinthian,			1836	
Chariton,	113	Pittsburgh,	1835	8,000
Cayuga,		ditto,	1833	
Daniel O'Connell,	200	New Albany,	1833	12,000
Dover,	200	Cumberland river,	1833	9,000
Dover,	79	Pittsburgh,	1835	8,000
Delta,	80	Covington, (Ken.)	1834	6,000
Despatch,	105	Pittsburgh,	1835	8,000
Dubuque,	74		1835	6,000
Detroit,	137	Pittsburgh,	1835	8,000
Denmark,	60	Wheeling,	1834	4,000
Dayton,	111	Pittsburgh,,	1835	9,000

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Names of Steam Boats.	No of tons	Where built.	when built.	Insurance value.
Delaware,	100	Pittsburgh,	1836	$9,000
Dart,	125	ditto,	1835	9,000
Dolphin,			1835	1,500
Davy Crockett,		Cincinnati,	1836	11,000
De Kalb,	12[illegible]		1836	8,500
Danl. Webster,	400	Jeffersonville,	1835	30,000
Dove,	100	Pittsburgh,	1831	
Diana,	120	Jeffersonville,	1834	
Ellen Douglass,	270	New Albany,	1835	14,000
Exchange,	68		1835	
Emigrant,	88	Cincinnati,	1832	3,500
Echo,	158	Salisbury,	1536	14,000
Emerald,	123	Pittsburgh,	1836	12,000
Eutaw,	52	ditto,	1836	4,000
Emblem,	120	Cincinnati,	1836	9,000
Envoy,	91	ditto,	1832	2,000
Erin,	100	ditto,	1835	
Ellen,	90	Jeffersonville,	1834	8,000
Farmer,	277	Cincinnati,	1832	10,000
Fame,	132	Pittsburgh,	1832	4,000
Friendship,	101	Cincinnati,	1833	4,000
Fox,	100		1834	6,000
Flora,	118	Pittsburgh,	1835	9,000
Far West,	150	Missouri river,	1835	6,000
Fort Adams,	180	Cincinnati,	1835	16,000
Frontier,	68	ditto,	1836	6,000
Floridian,	99	ditto,	1836	9,000
Florida,	109	Pittsburgh,	1836	8,000
Fancy,	250	Cincinnati,	1836	22,000
Free Trader,	109	Pittsburgh,	1832	
Gazelle,	129	ditto,	1832	4,000
Galenian,	130	ditto,	1834	6,500
Gladiator,	99	Cincinnati,	1834	8,000
Guide,	96	Pittsburgh,	1834	6,000
Gen. Pike,*	151	Cincinnati,	1835	10,000
Gov. Clark,	146	Louisville,	1835	9,000
Geo. Collier,	450	Pittsburgh,	1835	25,000
Geo. Washington,	407	ditto,	1835	30,000
Gen. Sumpter,	160	Cincinnati,	1835	12,000
Gen. Gaines,	194	Jeffersonville,	1836	20,000
Gen. Wayne,	185	Pittsburgh,	1836	20,000
Gen. Brown,	195	Jeffersonville,	1836	20,000
Gipsey,	79	Pittsburgh,	1836	7,000
Ganges,	200	Cincinnati,	1836	18,000
Girard,	139	Marietta, (O.)	1836	12,000
Grand Gulph,	79	Pittsburgh,	1836	9,000
Gallipolis,	87	Gallipolis,	1832	
Geo. A. Bayard,	141	Pittsburgh,	1836	
Georgia,				
Huntsville,	339	Pittsburgh,	1829	10,000
Hawk Eye,	116	Cincinnati,	1829	3,000

*Mail boat.

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Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Henry Clay,	424	Pittsburgh,	1832	$22,000
Homer,	410	New Albany.	1832	25,000
Harry Hill,	161	Cumberland river,	1832	4,500
Herorine,	146	New Albany,	1832	5,600
Heroine,	96	Bridgeport, (Pa.)	1832	3,000
Hunter,	104	Pittsburgh,	1834	8,000
Huntress,	97	ditto,	1834	8.000
Hero,	89		1834	4,000
Hail Columbia,	279	Louisville,	1835	20,000
Hyperion,	100	Jeffersonville,	1835	8,000
Havana,	138	Pittsburgh,	1836	13,000
Howard,	122	ditto,	1836	12,000
Hudson,	145	Marietta,	1836	12,000
Hope,	80	Kenawha, (Va.)	1835	3,000
Hark-Away,	91	Pittsburgh,	1836	12,000
Hind,	130	Cincinnati,	1836	12,000
Home,	86	Portsmouth,	1836	6,000
Harp,	100	New Albany,	1836	5,000
Halcyon,	121	Brownsville,	1832	
Iowa,	143	Pittsburgh,	1833	7,500
Iberia,	136	Cincinnati,	1834	9,000
Illinoian,	75	Illinois river,	1835	1,500
Indian,	73	Cincinnati,	1834	6,000
Ione,	200	New Albany,	1835	16,000
Invincible,	250	Gallipolis,	1836	24,000
Independence,	275	Cincinnati,	1836	30,000
Irwinton,	105	Madison, (Ind.)	1836	10,000
Ivanhoe,	197	Pittsburgh,	1834	
Juniata,	110	Shousetown, (Pa.)	1832	4,000
John Nelson,	156	Pittsburgh,	1833	6,000
John Jay,	150	Marietta,	1836	12,000
John Linton,	307	Cincinnati,	1836	25,000
John Randolph,	450	New Albany,	1836	35,000
Jefferson,	351	Louisville,	1836	25,000
Kentuckian,	331	Shousetown,	1832	8,000
Kentucky,	90	Pittsburgh,	1836	8,000
Kansas,	112	ditto,	1836	14,000
Louisiana,	306	Cincinnati,	1830	12,000
Lady Jackson,	120	Nashville,	1832	3,500
Lady Marshall,	99	Cincinnati,	1834	8,000
Lady Scott,	53	Maysville, (Ken.)	1834	3,000
Lewis Cass,	138	Cincinnati,	1835	10,000
Levant,	270	ditto,	1835	18,000
Lexington,	230	ditto,	1836	22.000
Lamplighter,	130	Louisville,	1835	8,000
Le Roy,	83	Brownsville,	1836	9,000
Lily,	82	Pittsburgh,	1836	9,000
Loyal Hannah,	76	ditto,	1836	9.000
Livingston,	175	Madison,	1836	15,000
London,	160	Pittsburgh,	1836	14,000
Louisville,	320	ditto,	1836	40,000

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Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Leonidas.	110		1834	
Logan,	80		1834	
Le Flore,	115		1834	
Mississippi,	273	New Albany,	1835	$30,000
Mediterranean,	600	Pittsburgh,	1832	25,000
Mohawk,	500	ditto,	1832	18,000
Michigan,	338	ditto,	1831	15,000
Memphis,	355	Nashville,	1831	8,000
Mountaineer,	162	Brownsville,	1833	9,000
Missourian,	245	Pittsburgh,	1832	12,000
Miner,	57	ditto,	1833	3,000
Motto,	82	Cincinnati,	1836	6,000
Manchester,	112	ditto,	1835	7,000
Majestic,	323	Pittsburgh,	1834	18,000
Mogul.	414	ditto,	1835	25,000
Mazeppa,	150	Cincinnati,	1835	10,000
Medora,	210	Louisville,	1835	12,000
Monroe,	88	Wheeling,	1835	7,500
Meridian,	300	New Albany,	1835	16,000
Miss Fulton,	120	Cincinnati,	1836	10,000
Moravian,	324	Pittsburgh,	1835	23,000
Mediator,	225	Cincinnati,	1836	18,000
Mobile,	230	Pittsburgh,	1836	20,000
Monmouth,	135	Marietta,	1836	12,000
Mariner,	98	Wheeling,	1836	8,000
Massillon,	95	Pittsburgh,	1836	7,000
Madison,	322	ditto,	1835	25,000
Mississippian,	198		1835	14,000
Marshal Ney,	250		1835	
Mohican,	350	Pittsburgh,	1830	
Missouri Belle,	164	Elizabethtown, (Pa.)	1834	
North Alabama,	341	Cincinnati,	1832	16,000
Navarino,	147	Gallipolis,	1832	6,000
Neptune,	133	Jeffersonville,	1832	6,000
Native,	58	Bridgeport,	1834	3,000
Neosho,	88	Cincinnati,	1834	6,000
Nashville,	130	Jeffersonville,	1835	8,000
New York,	105	Cincinnati,	1835	8,000
North America,	445	ditto,	1835	30,000
Nick Biddle,	139	Pittsburgh,	1836	12,000
Newark,	88	ditto,	1836	9,000
New Beaver,	261	ditto,	1836	
Niagara,	125	Brownsville,	1836	10,000
Navigator,	85	Bridgeport,	1834	
New Companion,	134	ditto,	1834	
New Emigrant,	90	Cincinnati,	1832	
New Lisbon,	54	Pittsburgh,	1836	
Orion,	85	Marietta,	1832	
Orleans,	326	New Albany,	1830	10,000
Ohioan,	104	Shousetown,	1833	
Ohio,	273	Pittsburgh,	1832	8,000

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Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Ophelia,	113	Cincinnati,	1832	$8,000
Olive Branch,	76	Elizabethtown,	1833	3,500
Ouachitta,	162	Cincinnati,	1832	6,000
Oceana,	235	Pittsburgh,	1834	18,000
Oswego,	117	Marietta,	1835	8,500
Otsego,	95	Evansville, (Ind.)	1835	6,000
Ontario,	133	Pittsburgh,	1836	9,000
Oceola,	105	ditto,	1836	9,000
Privateer,	146	ditto,	1833	7,000
Paul Jones,	149	Cincinnati,	1834	12,000
Potosi,	121	Pittsburgh,	1834	8,000
Pontchartrain,	145	New Albany,	1834	10.000
Plough Boy,	81	Pittsburgh,	1834	8,000
Princeton,	125	Rockville, (O.)	1834	8,000
Philadelphia,	115	Marietta,	1835	8,500
Patrick Henry,	115	Cincinnati,	1835	8,500
Pioneer,	140	Pittsburgh,	1835	10,000
Passenger,		Cumberland river,	1835	8,000
Pawnee,	193	Pittsburgh,	1835	20,000
Persian,	430	Cincinnati,	1835	30,000
Pioneer,	145		1835	7,500
Pittsburgh,	144	Pittsburgh,	1835	8,500
Pennsylvanian,	324	ditto,	1835	25,000
Palmyra,	101	Freedom, (Pa.)	1836	7,500
Pilot,	128	Elizabethtown,	1836	10,000
Post Boy,*	150	Cincinnati,	1836	13,000
Pavillion,	83	Pittsburgh,	1836	9,000
Prairie,	296	ditto,	1836	24,000
Paris,	131	ditto,	1836	14,000
Quincy,	117	ditto,	1836	12,000
Rocky Mountain,		Cumberland river,	1835	9,000
Robert Morris,	123	Pittsburgh,	1836	10,000
Robert Emmet,	103	Wheeling,	1835	6,500
Reporter,	135	ditto,	1836	9,000
Romeo,	115	New Albany,	1834	5,000
Roanoke,	146	Jeffersonville,	1834	7,000
Rob Roy,	192	ditto,	1834	14,000
Rufus Putnam,	98	Marietta,	1835	7,500
Roanoke,	120	Wheeling,	1835	8,000
Rover,	56	Pittsburgh,	1835	4,500
Rochester,	95	ditto,	1835	9,000
Rienzi,	173	ditto,	1836	16,000
Rodolph,	150	Jeffersonville,	1836	14,000
Richmond,	40	New Richmond,	1833	
Reliance,	95	Brownsville,	1833	
Revenue,	130	Louisville,	1833	
Reindeer,	104	Brownsville,	1834	
Selma,	355	Pittsburgh,	1835	25,000
Signal,	140	Cincinnati,	1832	6,000
Splendid,	354	ditto,	1832	16,000
Superior,	215	ditto,	1832	8,000

*Mail boat.

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Names of Steam Boats.	No. of Tons	Where built.	when built.	Insurance value.
Science,	50	Fredericktown,	1834	$4,000
Shoal Water,	99	Cincinnati,	1834	5,000
Siam,	127	Pittsburgh,	1834	8,000
Swan,	220	Jeffersonville,	1835	15,000
St. Lawrence,	111		1835	9,000
Semaphore,	200	Negroville,	1834	8,000
Southron,	149	Steubenville, (O.)	1834	
Swiftsure,	95	Cincinnati,	1835	7,000
Swiss Boy,	121	ditto.	1835	10,000
Shakespeare,	227	New Albany,	1835	18,000
South Alabama,	165	Pittsburgh,	1835	15,000
Southerner,	298	Cincinnati,	1835	25,000
Salem,	106	Pittsburgh,	1835	8,000
Sandusky,	111	ditto.	1836	7,500
Savannah,	137	ditto.	1836	12,000
St. Peters,	119	ditto.	1836	12,000
Sun Flower,	74	Cincinnatti,	1836	9,000
Swan,	112	Rockville,	1836	12,000
Sultana,*	440	Cincinnati,	1836	45,000
Steubenville Packet,	45	Pittsburgh,	1836	
Shylock,	200	Cumberland river,	1836	18,000
St. Louis,	571	Pittsburgh,	1836	50,000
Shelby,			1836	20,000
Teche,	142	Cincinnati,	1835	9,000
Tchula,	79	New Albany,	1835	4,000
Tempest,	105	Pittsburgh,	1835	9.000
Tuscumbia,	82	Marietta,	1835	5,000
Tuscarora,	236	Cincinnati,	1833	10,000
Tennessee,	86	Bridgeport,	1836	9.000
Troy,	120	Freedom,	1836	10,000
Troubadour,	113	Portsmouth,	1835	8,000
Tobasco,	397	Cincinnati,	1836	30,000
Tuskina,	256	Pittsburgh,	1835	16,000
Tropic,	150	Cincinnati,	1835	9,000
Tecumseh,	96	Jeffersonville,	1835	7,000
Tremont,	112	Pittsburgh,	1836	9,000
Tuckahoe,	80	Manchester, (O.)	1836	7,500
Tiskilwa,	100		1836	6,000
United States,	420	Pittsburgh,	1836	30,000
Veteran,	86	Maysville,	1833	2,000
Velocipide,	123	Cincinnati,	1835	9,000
Visiter,	100	Brownsville,	1835	7,000
Vandalia,	280	Pittsburgh,	1836	18,000
Vermont,	158	ditto.	1836	10,000
Vicksburgh,	300	Jeffersonville,	1836	25,000
Warrior,	100	Pittsburgh,	1835	3,000
Warsaw,	118	Wheeling,	1832	5,000
Washington,	139	Bridgeport,	1834	8,000
Warren,	290	Cincinnati,	1835	22,000
Waterloo,	90	Jeffersonville,	1833	3,500
William Penn,	84	Beaver,	1833	2,000

*See note in letter XIX.

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Names of Steam Boats.	No. of tons	Where built.	when built.	Insurance value.
Wacousta, . . .	98	Steubenville, . .	1834	$7,500
Wave, . . .	75	Cincinnati, . . .	3835	7,000
Wheeling, . .	93		1835	6,500
Wabash, . . .	44	Pittsburgh, . . .	1836	5,000
Warren, . . .	80	ditto, . . .	1836	5,000
Wm. Wirt, . .	110	ditto, . . .	1836	9,000
W. L. Robertson, .	533	Cincinnati, . .	1835	35,000
Wisconsin, . .	87		1834	7,000
Wm. Hurlbert, . .	107	Pittsburgh, . .	1836	
Yazoo, ...	180		1834	8,000
Yallo Busha, . .	80	Cincinnati, . .	1835	6,000

P. S. I open this letter to say, that I reached Baltimore on the 20th March.

THE END.

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